New Bedford
and
American Whaling

Leon N. Robinson

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and
American Whaling

BY

REGINALD B. HEGARTY

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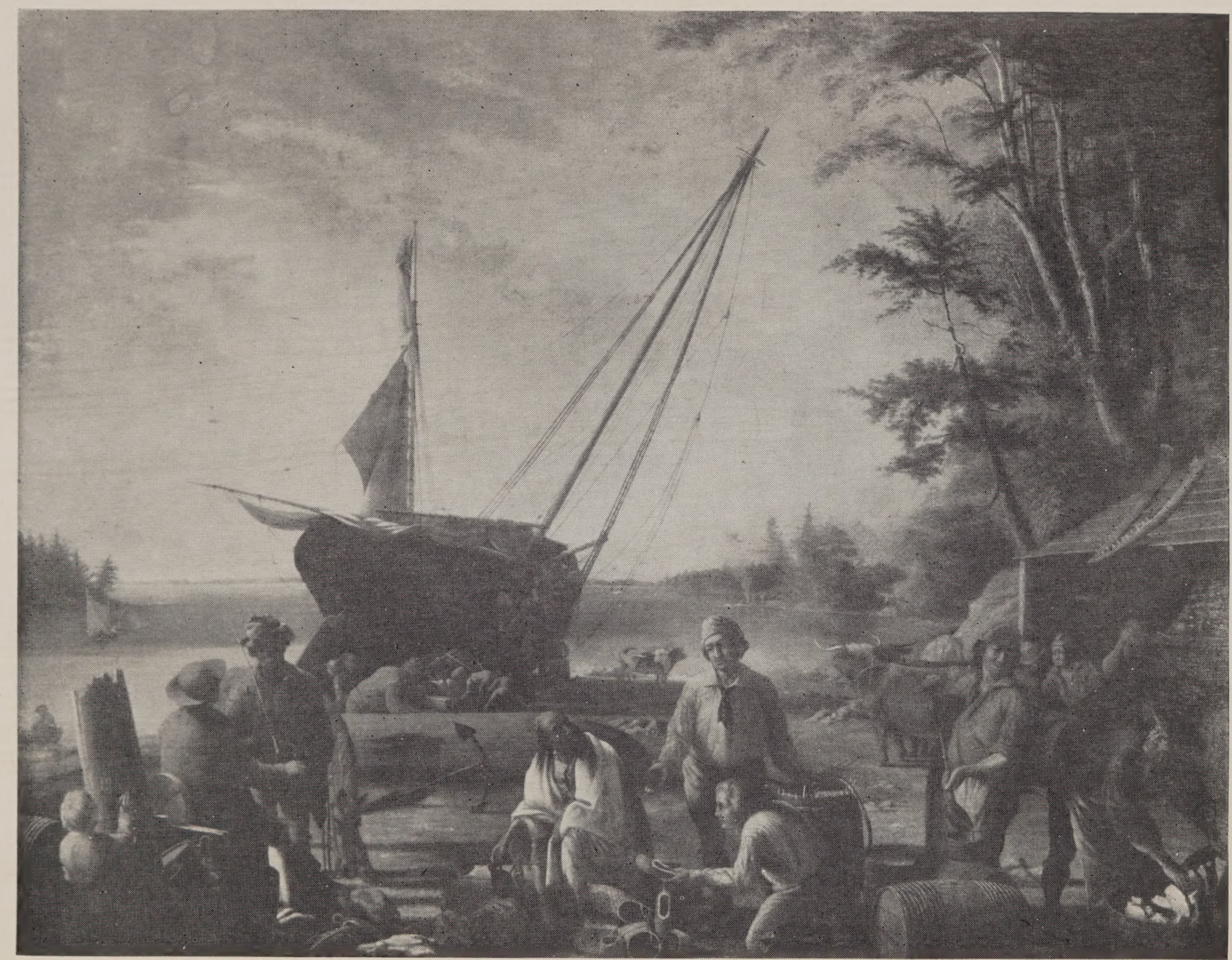


BIRTH OF THE WHALING INDUSTRY

Foreword

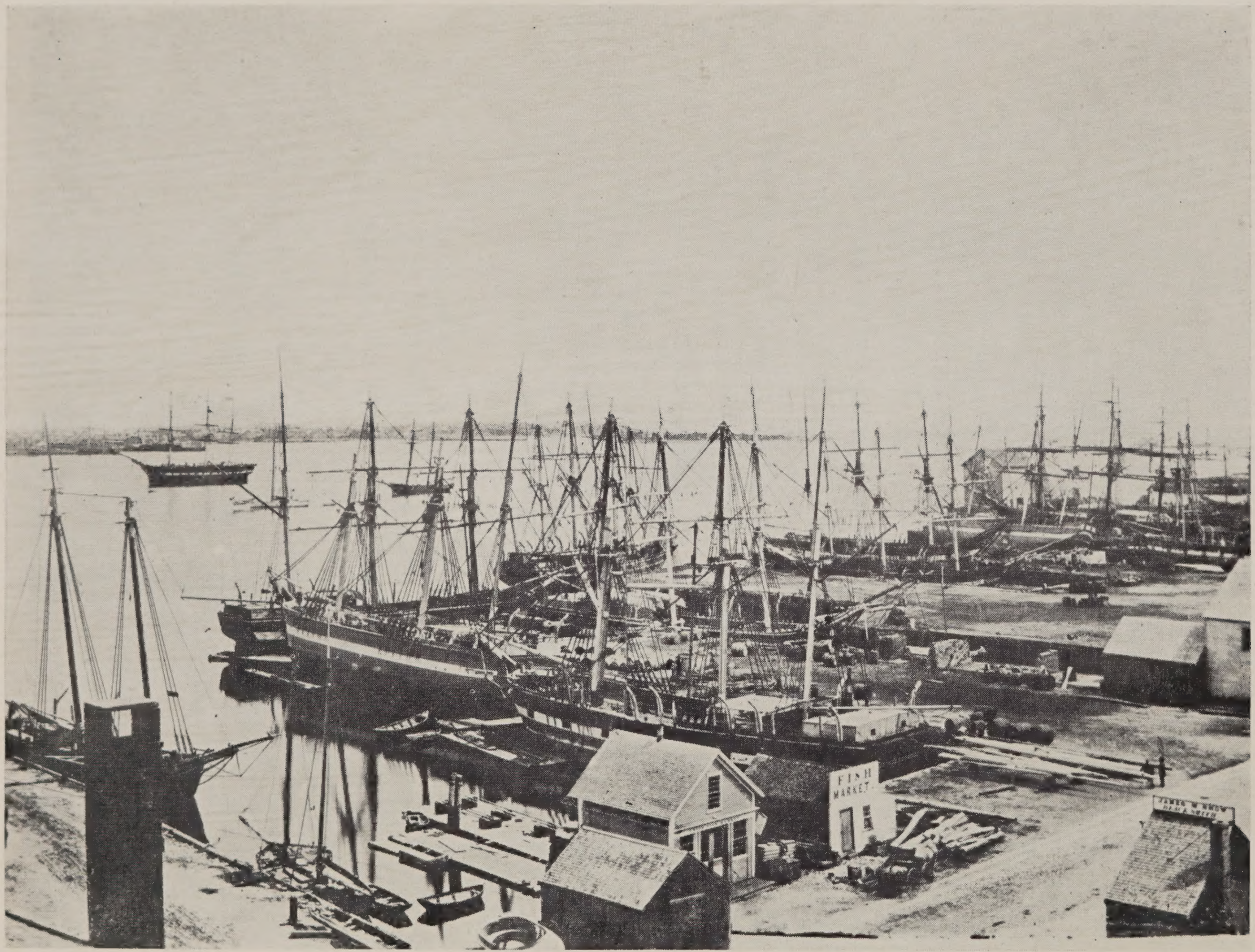
The early settlers found the land, which is now New Bedford, a great unexplored wilderness. Only wild animals and savage Indians called it home. The cries of the forest creatures and the echoes of war-whoops were the only sounds to be heard.

Out of this wilderness the Pioneers obtained the material to build their homes and, in later years, the great fleets of whaleships.

Our schools — Our libraries — Our playgrounds — Our parks — were all gifts to you, the children of New Bedford, from those people who lived before you.

The struggle to build; first a settlement, then a town, and finally a world famous city took many years. It was a never ending struggle to make New Bedford a better place in which to live.

This is the story of New Bedford,
the City of Opportunity.


FISH
MARKET

A PICTURE OF THE WATERFRONT DURING THE HEIGHT OF WHALING — 1860

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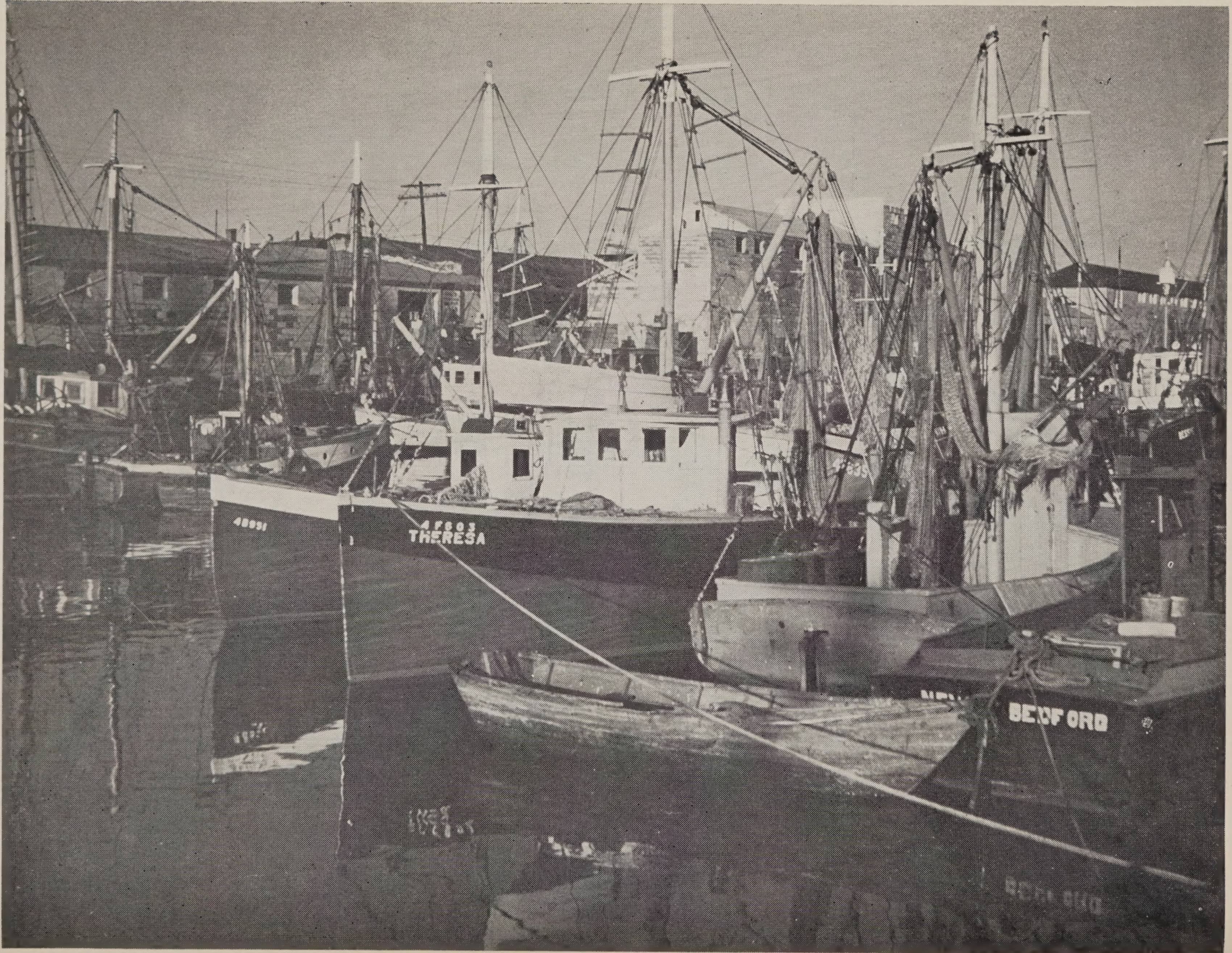

THERESA
BEDFORD

A PICTURE OF THE WATERFRONT OF 1960 SHOWING THE FISHING FLEET

PART I

NEW BEDFORD

EARLY HISTORY

Legends tell us that the Norsemen entered Buzzards Bay in 1007 and lived there for about eight years. These adventurers, who came from Greenland, called the Bay "Straumfjord" (Strom-fe-yord), meaning Bay of Currents.

In 1602, a party of Englishmen, led by Bartholomew Gosnold, landed on Cuttyhunk Island where they built a fort and storehouse. They explored the coast and landed on "Smoking Rocks" in what is now New Bedford. Their name for Buzzards Bay was "Gosnold's Hope."

Fifty years later. a group of 36 Plymouth Settlers bought a piece of land, known as Accushena (A-cush-e-na) from the Indian Chief Massasoit (Mass-a-so-it). The boundaries of this tract of land went from a point three miles east of the River and Bay Accushena, along the seashore to the river called Cookset (Cook-set) lying on the west side of Point Pirril (Gooseberry Neck) and to the westernmost side of any branch of that river (Westport River). This piece of land stretched eight miles into the woods. The Indians sold all this land for: 30 yards of cloth, 8 mooseskins, 15 axes, 15 hoes, 15 pairs of breeches (pants), 8 blankets, 2 kettles, 1 cloak, 2 pounds of wampum, 8 pairs of shoes, 1 iron pot, and 8 shillings ($2) worth of other goods.

The whole territory was made a town in 1664 and was called Dartmouth, after a town by that same name in England. John Russell was sent as its representative to the General Court in Plymouth.

In those days, Dartmouth included Coakset (Co-ack-set), now Westport; Ponaganset (Pon-a-gan-set), now Dartmouth; Sconticut (Scon-ti-cut), now Fairhaven and Cushena (Cush-e-na) which means *as far as the river,* now NEW BEDFORD.

In the early days the small settlements were far apart. Very often bands of Indians would raid the settlements. The settlers built three forts, which were called *Garrisons*, in different sections of the town. The *Russell Garrison* was near Elm Street in Padanaram (Ped-a-na-ram). Another was on *Palmer's Island,* in New Bedford Harbor. The third, was the *Cook Garrison* in North Fairhaven.

King Philip and his tribe of Narragansett (Na-ra-gan-set) Indians raided the town. Most of the houses were burned. The farm animals were driven off or killed. The settlers saved themselves by going to the forts. The Indians were driven off and King Philip escaped. He, and some of his tribe were chased all the way to New York. King Philip stayed with the Mohawk (Mo-hawk) Indians that winter.

The next summer the Indians began their raids again. Plymouth and the other towns sent men to help drive the Indians away. The English, led by Captain Benjamin Church, trapped the Indians in a swamp. In the battle nearly 700 Indians were killed and many prisoners were captured. More than 500 wigwams were set afire in the Indian camp. During the battle King Philip escaped again.

In July 1676, Captain Church learned King Philip was in a camp at Mount Hope Neck. The English surrounded the camp and this time King Philip did not escape. He, and most of his tribe were killed in the battle.

The other Indian Tribes in this section soon made peace with the settlers.

Though the histories of the four sections are closely joined, Cushena (Cush-e-na) grew faster, because of its position near the Acushnet (A-cush-net) River, which led into Buzzards Bay. Most of the settlers were farmers and fishermen. They came here so they could follow their own customs and carry on their own affairs away from Plymouth.

It was not until the early 1700's that Cushena (Cush-e-na) really began to be settled. In 1711, Joseph Russell and his son, Joseph, Junior, moved from Ponaganset (Pon-a-gan-set) to Cushena. His son, also named Joseph was born October 8th, 1719. This third Joseph Russell is considered the real founder of NEW BEDFORD. As the village grew, farming and fishing became the main occupations of the settlers. The farms in those days, extended from the bank of the river, back to the swamps that are the western boundary of the city today. As early as 1755 there were three whaling sloops and a "try-house" in what is now NEW BEDFORD.

In 1760, John Loudon, a ship builder, came to town and bought the first houselot sold in what is now New Bedford. He was followed by Benjamin Tucker, a boat-builder; John Alden, a house carpenter; Elnathan Sampson, a blacksmith; Barzilla (Bar-zil-lay) Myric, a ship carpenter, and Gideon Mosher, a mechanic. This was the beginning of the business life of the village.

Joseph Rotch (Row-ch) came from Nantucket, in 1765 where he had been a very successful whaleship owner. It was this man who really started the whaling industry in New Bedford.

The first big whaleship, the DARTMOUTH, was built in 1767. By 1775, between 40 and 50 ships were sailing out of the village, most of them were whaleships. A few were merchant ships used for trading with other countries.

Trouble with England stopped the steady progress of the village. Three ships, the DARTMOUTH, the BEAVER and the ELEANOR, after delivering whale oil to England, were loaded with tea for their return trip to Boston. Their cargoes were dumped into Boston Harbor by some men dressed as Indians. This was called the "*Boston Tea Party.*" The DARTMOUTH was a whaleship from New Bedford. During the Revolutionary War almost all the whaleships were captured or sunk.

Most of the people in New Bedford were Quakers and did not believe in fighting, but they helped outfit many privateers. These privateers brought their prizes into this harbor. From the very start of the war New Bedford was used as a hideout. In May 1775, just a few weeks after the battle of Lexington, the British cruiser FALCON captured three vessels in Buzzards Bay. The people of New Bedford outfitted a schooner, the SUCCESS, and recaptured two of the ships. This was the *First* Naval Battle of the Revolutionary War.

On September 5th, 1778, to punish the people, Major-General Grey landed between 4,000 and 5,000 troops at Clarks' Cove. They landed there so they would not have to pass the fort at Noscot Point (Nor-scot), now Fort Phoenix (Fee-nix). The troops marched up County Road (County Street) to the village. Near the waterfront, in the village, nearly a hundred buildings were set afire as well as many ships at the wharves. The loss amounted to about $500,000. Four men were killed and sixteen carried off as prisoners by the British troops.

CHAPTER II

THE TOWN OF NEW BEDFORD -- 1787

When the war ended the village grew rapidly and was soon ready to break away from Dartmouth. An Act of the General Court of Massachusetts made NEW BEDFORD a separate town on February 23, 1787. The word NEW was added to BEDFORD because another town in the State was called Bedford. NEW BEDFORD then included not only the present territory, but also what is now Acushnet and Fairhaven.

The first town meeting elected three selectmen, a town clerk, a town treasurer, an inspector of fish, a tax collector, and other officers. The treasurer was told that when enough money was collected, he should buy a "rheim" (ream) of paper to make books for his records and accounts. This first handmade book is now in the New Bedford Public Library.

On July 19th, 1787, the three men (called assessors) who fixed the amount of taxes to be collected were: Joseph Taber, Thomas Kempton, and Barthom Akin. They ordered the tax collector to collect the taxes for that year. Of the money they were to collect £ 210.9s (210 pounds and 9 shillings, about $1040) was to go to the State treasurer and the rest £ 22. 25s. 5¾d (about $115.00) was to go to the town treasurer, John Pickens.

After the war, the old fashioned customs were not in keeping with the people's new ideas. A post office was opened on January 1, 1794. Several postal routes were set up. People living on these routes could have their mail delivered to their homes by paying an extra fee.

When a regular stage coach to Boston was started, people could go from New Bedford to Boston and return — all in the same WEEK. The fare was three pence (six cents) a mile.

In 1797, the town merchants provided the money to build a lighthouse on Clark's Point, but the next year it was destroyed by fire. Another was built by the merchants in 1799 and in 1800 the new lighthouse was turned over to the government.

New Bedford's "Bridge Troubles" began in the middle 1790's — and lasted for more than a hundred years.

In 1796, the selectmen tried to have a bridge built "somewheres north of Palmer's Island" that would join the two parts of the town. After much talk, a toll bridge was finally opened in 1799. The tolls were so high and so hard to figure that a man with a family could not afford to use it.

A "great tide" washed the bridge away in 1805. In 1807, a new bridge was finished, only to be destroyed by the great gale of 1815.

A third bridge was built in 1819 and again was nearly blown down by the gale of September 1869.

It was then that the two towns, New Bedford and Fairhaven, (Fairhaven had separated from New Bedford in 1812) purchased the remains and bridge rights for $21,000 and it was rebuilt. This bridge was finished in 1870 and tolls were no longer charged. Today's New Bedford-Fairhaven Bridge was started in 1896 and was opened to traffic in 1902.

The town suffered greatly during the War of 1812. Once again the town's ships were captured or driven from the seas. But, at the end of the war, whaling started up quickly and began to grow steadily until New Bedford became one of the best known and wealthiest whaling ports.

As the people grew richer, improvements to the town were seen everywhere. In 1831, the main streets were lighted with "lanthorns" (lanterns with thin pieces of horn instead of glass) and the next year the town began to lay flagged sidewalks. In 1838, part of Water Street was paved and by the end of the year, there were thirty miles of streets. Twenty miles of these streets were graded and curbed. These streets had flag-stone sidewalks.

By this time New Bedford had more whaleships than Nantucket and was now the greatest and richest whaling port in the world. She continued to grow and soon was ready to become a city.

CHAPTER III

THE CITY OF NEW BEDFORD -- 1847.

On March 18, 1847, the people voted (1,150 - YES to 184 NO) that the town of New Bedford should become the City of New Bedford and on April 28, 1847, the City government was set up.

The first city government was made up of:

- The Mayor — (Abraham H. Howland was the first Mayor)
- A Common Council, made up of four men — from each of six wards.

A Board of Aldermen — one man from each ward. There were also: a Treasurer and Collector of taxes, City Clerk, Superintendent of Streets, policemen, overseers of the poor, school committeemen, fire wards (fire watchers) and a city weigher.

The whaling industry continued to grow very rapidly. Its greatest year was 1857. At that time New Bedford owned nearly half of the whaleships in the country, and almost half the remainder came from within twenty miles of the city. Thus, it was that nearly three quarters of all whaleships were outfitted and brought their catches into this city. At the height of whaling the value of the catches amounted to about $13,000,000 a year.

Among the names closely connected with whaling were the Russells, the Rotches, the Wings, the Delanos, the Swifts, the Knowles, the Seaburys, the Morgans, Jonathan Bourne — the largest owner of whaleships — and Edward Mott Robinson.

After the "Golden Years," which ended about 1860, whaling began to decline. Several things caused this.

Oil was discovered in Pennsylvania in 1859. The change from whale oil to this new oil was slow, because they did not know how to refine the "coal" oil, as it was called. When the process for refining this new oil was discovered by Weston Howland it came into general use. His refinery was in a building on FISH ISLAND, right here in New Bedford.

During the Civil War, fifty ships were destroyed by the Confederate Raiders, the ALABAMA, the FLORIDA, the GEORGIA and the SHENANDOAH (Shen-nan-door). Forty-one ships were sunk to block the harbors of Savannah and Charleston. These ships were called the "Stone Fleet" because they were filled with stones so they would sink. These losses greatly reduced the size of the whaling fleet.

A great many ships were lost in the Arctic Ocean. In 1871, thirty-three ships were lost in the ice north of Point Belcher. More ships were lost in the crushing ice in 1876, 1888, and 1897. Each year there were fewer ships sailing. Finally whaling, as New Bedford knew it, ended for good when the JOHN R. MANTA returned from her last whaling voyage on August 20, 1925.

Whaling, during the first hundred years of her history, was the main source of New Bedford's wealth. During this time progress was made in other trades. Because of whaling there were ship-builders, riggers, boatbuilders, shipsmiths and coopers. All the leading whaling merchants had their own oil and candle factories. So, from the very beginning, there were a great many different industries in New Bedford. This made it easier for people to change to new trades as they started up in the city.

CHAPTER IV

NEW TRADES

In Dartmouth, as early as 1700, there were "fulling" mills (weaving), which made woolen cloth. The power to run these mills came from waterwheels on the streams and brooks. Soon after 1800 cotton manufacturing began in the town of New Bedford. The first cotton mill was on the upper Acushnet River. The stone building which remains there today was built in 1814.

Carriage making began shortly after the end of the War of 1812, by Ayres March and August Brownell.

In 1838 the first steam engine used in manufacturing belonged to Joseph Taber, a pump and block maker.

The New Bedford Cordage Company opened in 1840, the New Bedford Iron Foundry in 1847, — also the Tabor Art Company.

With the coming of steam power, larger mills could be built. During the early 1840's, Thomas Bennett, Jr., a young man from Fairhaven had worked in a Southern cotton mill. He wanted to have his own business and New Bedford, the city of great wealth, was the place to find the money to build his own mill. On April 8, 1846 the State granted a charter to the new company and the WAMSUTTA COTTON MILL came into being. This was just when most people in the city were thinking about outfitting whaleships and the taking of whales. They started the building in 1847 and the first cloth was made in January 1849. The WAMSUTTA grew rapidly and in 1870 put in the largest steam engine in the world.

From this early beginning the industry grew steadily. By 1896 there were 35 mills, and by 1916 there were 67. Once again New Bedford became a world leader, this time in the manufacture of fine cotton goods. This position was held until the late 1920's. The discovery of new fibers, among other reasons, brought about a decline in New Bedford's largest industry.

During that time there was great progress in other lines of business. The Morse Twist Drill opened in 1864; the New Bedford Copper Company in 1860; the Hathaway Soule and Co., in 1865; in 1853, the New Bedford Gas Co., and in 1896, the W. S. Hill Electric Company, makers of electrical supplies.

In 1890, the Gas Company joined the Edison Electric Light Company under the name of the New Bedford Gas and Edison Light Company.

CHAPTER V

FISHING

From the earliest times many people were engaged in fishing. The fishermen, though not as rich as their whaling neighbors, prospered. The fishing industry followed the progress of the city closely. Today, the city which obtained its early wealth from products of the sea, has again returned to the sea for one of its largest industries: fishing.

The fishing industry would not have become so large without the help of the many fish packing plants ashore. These plants prepare the fish and fish products which are shipped all over the world. Some of the many plants, or "fish houses" as they are called, are:

- Acushnet Fish Corp.
- Aiello Bros., Inc.
- B & G Fish Co.
- Coastal Fisheries
- Deep Sea Fillet Co.
- Eldridge, L. S. and Son
- Ell Vee Dee
- Finest Fillet Co., Inc.
- Gem Fillet Co., Inc.
- New Bedford Fish Co.
- Quality Fillet Inc.
- Wamsutta Fillet Corp.

The fishing industry, by finding newer and better ways of handling and packing fish, has made the name of New Bedford world famous once again.

At the present time nearly two hundred boats outfit, sail and land their catches in New Bedford. New Bedford is the Second largest port in value of fish landings. The New Bedford fishermen bring in 90% of all scallops taken from the sea. It is strange, but true, the value of the fish brought in today, is just about the same value as the oil and bone brought in by the whalemen a hundred years ago, $13,000,000.

CHAPTER VI

1900

New Bedford has continued to attract new industries. Telephones were brought to New Bedford in 1881. At first there were only seven phones in the whole city. About 1900, the Automatic Telephone Company started a dial system which was the forerunner of today's dial phones.

Many other industries have come to New Bedford. Today, the number of different products and services in New Bedford is far greater than most people realize.

A list of industries may be found in the appendix at the end of the book.

BANKS

Wherever there is any great amount of business it is necessary to have some place to keep and handle great amounts of money safely. The early banks of New Bedford were owned by the insurance companies.

The first, the Bedford Bank — owned by the Bedford Marine Insurance Company — was started in 1803. The War of 1812 stopped nearly all business and the bank closed. The bank reopened in 1816 under the name of Bedford Commercial Bank. Since that time at least ten other banks have been started. Many of these banks joined together to form the City's present strong banking system.

During all this time, since 1803, there has never been a bank failure in New Bedford.

NEWSPAPERS

Newspapers were published early in New Bedford's history. The rapid growth of business in the town led to the founding of the first Newspaper, THE MEDLEY, in 1792.

The New Bedford MERCURY began in 1807 and continued until 1942.

By 1840 the whaling industry had grown so large that a paper was printed just for the industry. This was the WHALEMAN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT, this paper lasted until 1914.

The Evening Standard was started in 1850 by E. Anthony. The New Bedford Times *began* in 1902. In 1933 the Times was bought by the Standard. The two papers were printed under the name we now know them — The Standard-Times.

Nearly fifty different newspapers have been printed in New Bedford — but only a few have lasted very long.

NEW CITY GOVERNMENT

After governing the City under the old system for 90 years, it was decided a more modern system was needed.

In 1939, the City government organized under a system called Plan B. Under this plan elections were held every two years. Also, a primary was held before the election. This vote was taken so the number of people trying for each office would be cut down to two. The names of these would be on the ballot at election time. Sometimes, under the old system, eight or nine would try for the same office — this made it hard for the voters to decide who was best fitted for the position.

CHAPTER VII

SCHOOLS

The education of the children was not overlooked in the growing town. The first town meeting voted that a man be hired as town school master. For eleven years, it was the town selectmen who appointed the school masters.

In those early days the law required that school be dismissed whenever anyone was to be punished at the whipping post. This was done so the children could see the results of wrong doing.

In those early days, the free schools were only for the children of poor families. In 1821, money was set aside to build a school for all children. The new school, on what is now High Street, was opened on April 23, 1823. That school cost $3,545.50.

In 1827, the town opened a high school with room for only 22 pupils. Later the number was raised to forty.

Those who could not attend the new high school caused a great deal of trouble. As a result, the school was closed two years later.

In 1836, a State law forced towns the size of New Bedford to build high schools. In June of 1837, the New Bedford High School was reopened.

When New Bedford became a city in March of 1847, a new era in education began. Two evening schools, for adults, were opened in December of 1848. One of these was for men, with 124 pupils, and the other for women, with 154 pupils. Three kindergartens were opened in 1897. At that time there were also seven Catholic and eight private schools. The oldest of the private schools was Friends' Academy which had opened in 1810.

The Vocational School, started in October 1908, opened as an Industrial school to teach pupils useful trades. This school had evening classes for those who worked in the daytime. It is now known as the NEW BEDFORD VOCATIONAL HIGH SCHOOL.

The schools through the years have kept up with modern methods of education using each new idea as it came along. Today there are 34 schools in the New Bedford School system with classes ranging from kindergarten through high school.

It was in New Bedford, at the ALLEN F. WOOD SCHOOL, that the custom of flying the AMERICAN FLAG every school day was first started.

The first Catholic School, in New Bedford, was opened in September 1883. Since that time the various parishes have added more schools. Today there are twelve Catholic Schools with classes from kindergarten through high school in New Bedford.

The Swain Free School was opened in October 1882 to teach the arts. Money to start the school was left by William W. Swain.

In 1899, the New Bedford Textile School was opened to provide "instruction in the knowledge and practice of the arts of textile and similar industries". This school is now named the NEW BEDFORD INSTITUTE OF TECHNOLOGY.

CHAPTER VIII

LIBRARY

Soon after the village became the town of New Bedford a small building was put up on a corner of the "old homestead orchard" — near what is now the corner of Union and County Streets. This was part of the William L. Rotch estate. This building, the work of Abraham Russell's oldest son, was given the name FEDERAL HALL. Several of New Bedford's young men "pooled" their books and for several years the HALL was used as a lending library by the youth of the town.

In 1799, the ENCYCLOPEDIA SOCIETY was formed by 36 people who bought shares, at $4.50 each.

The Bedford Social Library was formed in 1803 through the efforts of William Howland Allen. Many of the town's best known citizens gave money to support this library.

About 1810 these two libraries became one under the name of New Bedford Social Library.

On May 24, 1851, the General Court of Massachusetts passed a law that allowed the cities and towns of the State to establish public libraries and to pay for their upkeep.

On July 20, 1852, the New Bedford City Council set aside $1,500 for a public library in New Bedford. This was the beginning of our present library system.

The Social library sold its collection of 6,000 books to the new Public Library and on September 3, 1853, the free loan of books began from quarters at 139 Union Street, just below Purchase Street. This was the FIRST FREE PUBLIC LIBRARY in the State of Massachusetts.

These quarters were soon outgrown and the city put up a brick building at the corner of William and Pleasant Streets — our present CITY HALL. The second floor was used for the library and the first was for city offices. So many people used the library that a larger building was needed.

In those days, the City Hall was in the building that is now the library.

The Library building as we know it today is the result of two events. In 1837, the Federal Government shared with the cities and towns, the money left over from taxes. New Bedford's share was $48,000. This and $12,000 from the city treasury was used to buy a lot of land and build a town hall and market place. The building was made of native granite, obtained from around New Bedford and Fall River. The two big granite posts were hauled from the quarry in Fall River to this city by twenty team of oxen.

After a fire in 1906, the building was repaired and made larger. In 1910, the library was moved into its present home and the brick building became the City Hall.

The books were sent across William Street on a long coal shute that had been set up between the buildings. The old market place was where the children's room is today.

In the more than one hundred years of its life the library has only had five librarians.

Robert C. Ingraham (1852-1901) — who made this library famous among the great libraries of the country.

George H. Tripp (1901-1938)

Harland A. Carpenter (1938-1941)

William T. O'Rourke (1941-1948)

Laurence G. Hill (1948-1960)

The library would not have been able to provide its many services without the gifts of such generous people as George Howland, Jr., who gave two years salary as Mayor; Sylvia Ann Howland, $100,000; Mrs. Sarah E. Potter, $250,000; and of more recent date, Sylvia Ann Howland Green Wilks, $1,219,000.

With the gifts from these people and many others, the library has been able to add new services.

In 1954, a Bookmobile was added to TAKE the books TO THE PEOPLE. In 1958, the WILKS Branch was opened in the north end of New Bedford, at Brooklawn Park. In 1960, the FRANCIS J. LAWLER Branch was opened in the west end at Buttonwood Park.

All these — at no cost to the taxpayers.

During all the rush and excitement of modern living, the olden days have not been forgotten.

In a small old fashioned fire house, on High Street, are fire engines that were used in the olden days. These engines range from the small hand pumper to the great, shiny steam fire engine that was pulled by three horses.

On Johnny Cake Hill is the Whaling Museum with its collections of curios, whaling gear, and records of the whaling days. The ship models range in size from some so small they can be held in your hand to the half scale model of the LAGODA, which is over eighty feet long from end to end.

Across the street is the Mariner's Home and Seaman's Bethel that were made famous in Herman Melville's Moby Dick.

In front of the Library is the Whaleman's Statue, with its motto of "*A Dead Whale or a Stove Boat.*" In the center of the Common is the Soldiers and Sailors Monument and at Buttonwood Park is the Monument to Labor.

CHAPTER IX

PARKS

New Bedford has many beautiful PARKS — we seldom think of how or why they are there. These parks are the results of many years of planning and hard work. Ever since 1822 New Bedford has been buying land for PARKS that could be enjoyed by the people of the city.

The first City-owned Park was the COMMON, with its shady walks. Most of the towns and villages in the early days would set aside a section of land for the COMMON use of all the people. The name COMMON comes from this custom. In some towns this was used for cattle grazing.

In the north end there is BROOKLAWN PARK with its STORYBOOK-LAND, winding brook, and swimming pool. The name BROOKLAWN was given to that section by Daniel Ricketson, who owned the land many years ago.

The west end has BUTTONWOOD PARK, with its pond for fishing and skating, its animals and flower gardens.

The south end has HAZELWOOD PARK and public bathing houses. Others are: ASHLEY, VICTORY, GROVE, TRIANGLE, BRIDGE, and MARINE PARKS. There are ball fields, tennis courts, bowling greens, and many playgrounds with their swings, slides and see-saws. On Mt. Pleasant Street is the ROBERT J. LAWLER MEMORIAL FIELD with its baseball diamonds for little league ball.

All are owned by the City and put there for the enjoyment of the people of New Bedford.

CHAPTER X

LUCEUM DIFFUNDO

How has such a small part of this great universe, as is the City of New Bedford, lived up to its motto, LUCEUM DIFFUNDO, "*we light the world?*"

It is not a great farming area, it is but a very small piece of land that lies on the western shore of the Acushnet River, at the head of Buzzards Bay. It is 10.71 miles long, with an average width of 1.86 miles. The area is but a scant 19.39 square miles.

Nature, to make up for the city's lack of rich farm lands, did provide the means for her great industries to prosper.

The river at her door flows south and the winds are usually from the west. These two things made it possible for the great fleets of whaleships to enter or leave the well protected harbor.

The dampness, due to the City's nearness to the sea and Gulf Stream, and its protected position from strong winds, made the best natural conditions for the manufacture of fine cotton goods.

It only remained for the people to find out how to make use of nature's gifts. How well they did this is shown by the City becoming a world leader over and over.

New Bedford is always trying to press forward. The people always have been ready to give money and work to help the City. Over a half million dollars was raised — to buy and build an INDUSTRIAL PARK to bring in new industries, and to help the old ones.

The most important thing in the well being of any city is the people who live and work there. At first, most of the early settlers were English Quakers, but soon others came to the city. The many opportunities in the growing city, whose fame was world-wide, drew people of many foreign lands. As these newcomers took their places in the community they brought with them many of their own ideas and customs.

The Portuguese, especially those from the Azores and the Cape de Verde Islands, being seafaring folk, moved to the waterfront and followed the sea. Many of the English went into the cotton mills, etc. There are also the French, the Germans, the Italians, the Scandinavians, and many other nationalities.

There is not a nation or religion in the world that is not represented within the borders of the

CITY OF NEW BEDFORD

CHAPTER XI

MAYORS OF NEW BEDFORD

ABRAHAM H. HOWLAND — 1847, 1848, 1849, 1850, 1851 — First term — 9 months.

WILLIAM J. ROTCH — 1852.

RODNEY FRENCH — 1853, 1854.

GEORGE HOWLAND, JR. — 1855, 1856.

The first four mayors served from April to April.

GEORGE H. DUNBAR — 1857, 1858 — First term — 9 months.

The Municipal year was changed to run from January to January.

WILLARD NYE — 1859.

ISAAC C. TABER — 1860, 1861, 1862; died in office September 29, 1862.

GEORGE HOWLAND, JR. — 3 months in 1862, 1863, 1864, 1865.

JOHN H. PERRY — 1866, 1867.

ANDREW G. PIERCE — 1868, 1869.

GEORGE L. RICHMOND — 1870, 1871, 1872.

GEORGE H. DUNBAR — 1873.

GEORGE B. RICHMOND — 1874.

ABRAHAM H. HOWLAND, JR. — 1875, 1876.

ALANSON BORDEN — 1877.

GEORGE B. RICHMOND — 1878.

WILLIAM T. SOULE — 1879, 1880.

GEORGE WILSON — 1881, 1882, 1883, 1884.

MORGAN ROTCH — 1885 -1886, 1887, 1888.

WILLIAM CLIFFORD — 1889, 1890.

CHARLES S. ASHLEY — 1891, 1892.

JETHRO C. BROCK — 1893.

STEPHEN ALLEN BROWNELL — 1894.

DAVID PARKER — 1895, 1896.

CHARLES S. ASHLEY — 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905.

THOMAS THOMPSON — 1906.

CHARLES S. ASHLEY — 1907.

WILLIAM J. BULLOCK — 1908, 1909.

CHARLES S. ASHLEY — 1910, 1911, 1912, 1913, 1914.

EDWARD R. HATHAWAY — 1915, 1916.

CHARLES S. ASHLEY — 1917, 1918, 1919, 1920, 1921.

WALTER H. B. REMINGTON — 1922, 1923-1924.
The first to serve a two year term.

EDWARD R. HATHAWAY — 1925-1926.

CHARLES S. ASHLEY — 1927-1928, 1929-1930, 1931-1932, 1933-1934, 1935-1936.

LEO E. J. CARNEY — 1937-1938, 1939-1940.
City Charter changed to plan "B" in 1939.

MATTHEW A. GLYNN — 1941-1942.

ARTHUR N. HARRIMAN — 1943-1945, 1946-1947, 1948-1949, 1950-1951.
First term three years to bring elections into odd years, thus eliminating interference with the national elections.

EDWARD C. PEIRCE — 1952-1953.

ARTHUR N. HARRIMAN — 1954-1955.

FRANCIS J. LAWLER — 1956-1957, 1958-1959, 1960-1961.

NOVA BEDFORDIA CONDITA A.D. 1787
LUCEM DIFFUNDO
CIVITATIS REGIMINE DONATA A.D. 1847

PART II

AMERICAN WHALING

EARLY WHALING

When the MAYFLOWER was in Provincetown Harbor, in 1620, whales were seen playing around the ship. The Pilgrims tried to kill some by shooting them with a small cannon. The cannon balls just bounced off the whales and none were killed.

One of the reasons the Pilgrims settled at Plymouth was because of the many whales they had seen.

DRIFT WHALES

At first the settlers were able to get only "drift whales." These were whales that had been caught in shallow water when the tide went out or whales that had died at sea and drifted ashore. Each section had men watching for these whales. A special group of men were appointed to cut up the whales and boil out the oil. When the lookout would see a whale he would rush down to the beach and tie a rope to the whale so it would not float away. He would then call the others to cut up the whale.

SHORE WHALING

Not enough drifted ashore so the settlers decided to go out after the whales. The settlers asked the Indians to teach them how to get whales. The Indian way was to go out in their canoes and thrust wooden harpoons into the whales. A sharp piece of bone or stone was on the end of the harpoons. The harpoons had logs tied to them with long ropes made from roots or vines. When the whale became weak from all the harpoons in him and from towing the logs the Indians would shoot arrows into him. Many times the light Indian canoes were smashed or sunk by a blow from the whale's flukes (tail).

The settlers always had a man watching for whales from a high hill or tall tree. When he saw a whale he would shout, "Whale Off", meaning he saw a whale off shore. The men would rush to the boats and row or sail out after the whale. These men used stronger boats and iron harpoons, the end of their harpoons were shaped like arrow heads. Instead of rope made from roots and vines the settlers used real rope. To kill the whale they used long iron lances instead of shooting arrows into the whale. At first the settlers tied logs to their harpoons just as the Indians did.

With stronger and bigger boats the whalemen decided to use long ropes and let the whale tow them. When they went after a whale this way they did not have to chase him or row long distances to get the whale. By doing their whaling this way they did not lose so many whales. Formerly, whales often had run out to sea taking harpoons, ropes, and logs with them.

So many men were going after whales that it was sometimes hard to tell who the whale belonged to. The whalemen from the different sections knew they needed some way to settle any dispute as to who owned a whale that had been killed. They agreed that all the harpoons should be clearly marked and any whale that was killed belonged to the man who got in the first harpoon. If a dead whale was found floating off shore it belonged to the man whose harpoon was found in the body. The finder was to get half the whale for his trouble. This same rule was followed all through the 300 years of American whaling.

One of the first protests about high taxes was by the whalemen. There was a rhyme that showed how a whale was divided:

"The head's for the king, the tail's for the queen
He that finds the whale gets what's between."

Some of the king's tax collectors said the head meant the front half and the tail meant the back half of the whale. All that the one who found the whale seemed to get was a lot of work.

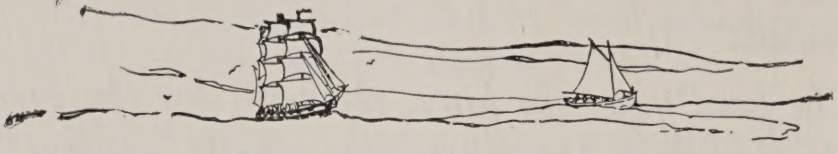
The whalemen of Long Island sent Samuel Mulford to England to ask the king to lower the tax on whale oil. Mulford tried many times to see the king but was not even able to get into the palace. The pickpockets of London thought they would have a good time with this simple man from the colonies. When the pickpockets tried to rob Mulford, they got a surprise. They got hooked, Mulford had sewed fish hooks inside his pockets.

When the king heard the story he had Mulford brought before him. Mulford took advantage of his good fortune and told the kind his story. The king was so impressed that he ordered the taxes on whale oil lowered.

During those early days most of the whaling was carried on along the south coast of New England. As more and more whales were killed and became scarce close to shore, whaling was carried on from the islands off the coast. Most of this whaling took place at Long Island, Martha's Vineyard, and Nantucket. Shore whaling lasted longer at Nantucket because of the greater distance the island was from the coast.

CHAPTER II

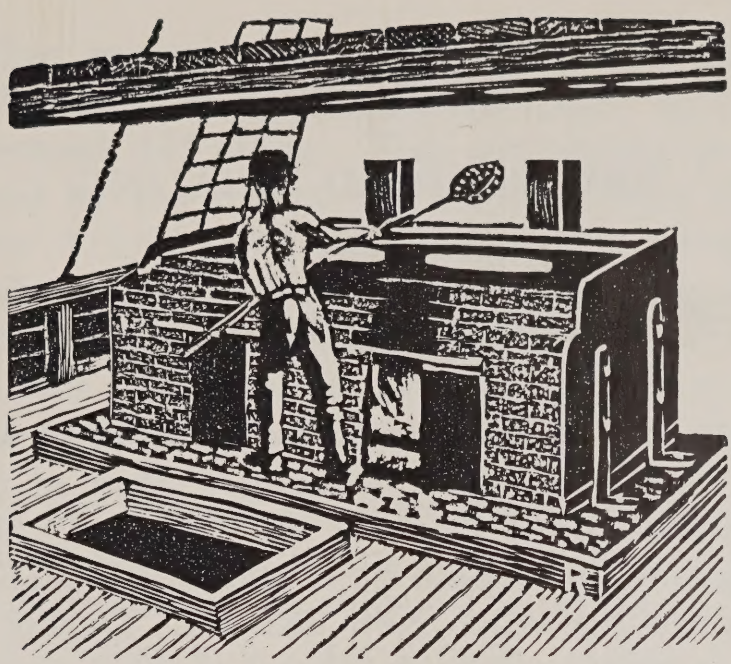
NANTUCKET WHALING



As the whales became scarce even around far off Nantucket the whalemen built bigger and stronger boats so they could go out farther for whales. Many of the men in these boats were Indians from Cape Cod and the nearby islands. These boats went far out to sea. When a whale was killed the men would peel the blubber off in chunks. The blubber was then taken back to the island. The oil was boiled out ashore in large iron pots that were built into a large brick fireplace.

When fewer whales were found close to the island, still larger ships were built that could go out farther and stay longer. The ships went so far out they could not return each time they caught a whale. The oil had to be boiled out of the blubber at sea.

Try-works were built on the deck of the ship. This was a large brick fireplace with two big iron pots set in the top. There was a place under the pots for a fire. The fireplace was built on a flat tank that was filled with water so the deck would not catch fire. This tank was called a "camboose". These ships carried two small boats, one to go after whales and the other in case of trouble. In later years ships were built that carried four or five small whaleboats.



TRY-WORKS

These large ships went to all parts of the Atlantic Ocean and also up into Hudson Bay. It was not until 1819 that the whalers started going to the Pacific Ocean. The ships from Nantucket finally were built so big they could not cross the sandbar at the harbor mouth. To help bring the ships in and out over the sandbar the whalemen used "camels". The "camel" was made up of two long tanks that looked like the two halves of a ship. Heavy chains were fastened between the two tanks. When a ship was to cross the bar the tanks would be filled with water so they would sink down low in the water. The ship would go between the tanks and the water would be pumped out of the tanks. As the "camel" began to rise the chains would raise the ship so she could be carried over the bar. They were called "camels" because it took too much water to fill them. Even with all their trouble with the big ships, Nantucket was at one time the largest whaling port in the world. The last Nantucket whaler sailed in 1869.

CHAPTER III

NEW BEDFORD WHALING

In that part of Dartmouth we know as New Bedford there was very little "drift whaling". Most of the "drift whales" landed on the shores of the islands. Others would be seen floating and would be towed to the islands before they had chance to reach New Bedford. During the early 1740's boats were built on the shores of the Acushnet River to go outside the islands after whales. For some years only small sloops were used; three of these early sloops were: the PHOENIX, in 1743; the DIAMOND, in 1744; and the SPEEDWELL, in 1745. The blubber, as at Nantucket, was brought ashore to be tried out.

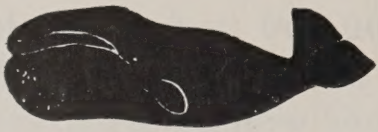
The men who did most to build up New Bedford whaling were Joseph Rotch and Joseph Russell. These two men sent ships out in 1765. Two years after this, the ship DARTMOUTH was built. This was the first big ship that was built in what is now New Bedford. During the next ten years between 40 and 50 ships were sailing out of this harbor. The DARTMOUTH from New Bedford, along with two other whalers, the BEAVER, and the ELEANOR were the ships that were in the "Boston Tea Party." These three ships had carried cargoes of whale oil to England. On the return voyage they were loaded with tea. While the ships were in Boston Harbor some men dressed as Indians dumped the tea overboard.

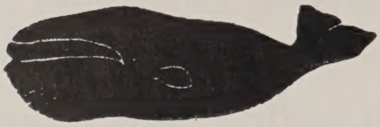
The New Bedford fleet, like that of Nantucket, was captured or driven from the sea during the two wars with England. After the second war ended the New Bedford whaling fleet grew steadily. Soon New Bedford had become the largest whaling port in the world. In 1857 New Bedford owned 329 ships. This was almost as many as were owned by the rest of the world. These ships were worth over $12,000,000 and it needed 12,000 men to make up the crews of all those ships. If all the ships were placed end to end they would have stretched over ten miles. If all the little whaleboats those ships carried were placed end to end they would have stretched fifteen miles.

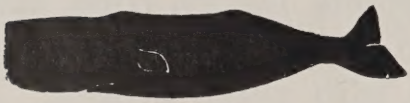
Besides the men on the ships many more were ashore making casks, harpoons, lances, rope, boats, and the many other things needed by the ships. The people of New Bedford were divided into three groups. There were those away on whaling voyages, those coming back from voyages, and those getting ready for the next voyage. The crews of the ships were made up of people from many lands. On the streets of New Bedford one could see Spaniards, Portuguese, Dutch, Norwegians, Germans, French, English, Scotch, Irish, Sandwich Islanders (Hawaiians), and New Englanders almost everywhere he looked.

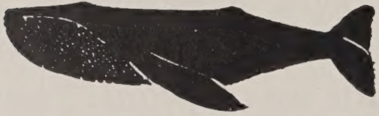
While hunting for whales in all parts of the world the whalemen made many discoveries. In the Pacific Ocean they found over 500 islands and groups of islands. At some of the tropic islands they had to fight off head hunters and cannibals. In the frozen north and south pole regions they had to battle the crushing ice. New Bedford sent out ships long after other ports had given up.

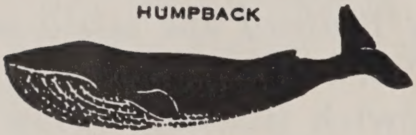
A few of the ships went to Hudson Bay but most went where the weather was warmer. In the warm waters they got sperm whales, right whales, humpback whales, California Grey whales, Japanese Sei whales, and once in a while fin-back whales. On these voyages to the warm waters the ships would be gone from New Bedford three or four years. The ships would stop at some island, where they could get fresh fruits, vegetables, wood and water, about every six months. On those long voyages some of the captains took their wives and children with them.

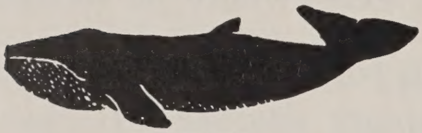

BOW HEAD


RIGHT


SPERM


HUMPBACK


SULPHUR BOTTOM


FINBACK

The ships that made those long voyages had to be built extra strong to battle the storms and battering ice. A good example of those sturdy ships is the Charles W. Morgan. The Morgan is the last of that great fleet of ships that carried the American Flag to all parts of the world. This ship is now enshrined at Mystic Seaport in Connecticut. The Morgan was built in Jethro Hillman's shipyard, at the foot of Hillman Street, in 1841.

The deck of a whaler was much different than that of any other ship. Forward near the bow was the heavy windlass that was used to haul up the anchor and pull the blubber off the whales. About a third of the way back from the bow was the brick try-works. Still farther back was a house over the deck with two extra boats stored upside down on top. At the stern or back of the ship was another house that protected the men at the wheel.

In the olden days there were a great many pirates that were always trying to capture ships. The whalers had black and white squares painted on the sides. These were painted on to make the ship look like a warship. The pirates usually struck at night and these painted gun ports would scare them away.

CHAPTER IV

WHALING

The first day out the crew would be divided into two groups called watches. The two watches took turns being on duty; four hours on and four hours off. The watch from four to eight in the evening was divided into two "dog watches" of two hours each. This was done to make an odd number of watches in each twenty-four hours. By having the odd number a man would not be on duty the same hours every day. The first mate had the port watch and the second mate the starboard. There would also be a third and fourth mate. Each of the mates would choose the men to be in his boat. There were six men in each boat; the mate, the boatsteerer (harpooner), and four crewmen. With the boat's crews all chosen, they would begin putting in the whaling gear. The lances, harpoons, and spades were sharpened to a razor edge. Besides all the oars, paddles, and other gear each boat had a third of a mile of whaleline (rope) coiled carefully in two tubs. In all there were about eighty pieces of gear in a whaleboat.

Starting the first day and for every day during the voyage lookouts were stationed at masthead from sunrise to sunset. Masthead, as the whalemen called it, was a place for the lookouts to stand. It was made up of two little platforms, one on each side of the mast almost to the top. About four feet above the platform were two padded hoops that looked like a pair of eyeglasses. These hoops or rings as they were called kept the men from falling overboard when the ship rolled. Four men were at masthead, two on the foremast and two on the mainmast. The lookouts stayed up there for two hours and then others would take their place. When they saw a whale spouting they would sing out,

"A-a-ah Blo-o-ows, A-a-ah Blo-o-ows."

The ship would be headed for the whale. When about a half mile away the boats would be lowered. The ship did not go any closer, for the slightest noise would scare the whales. Whales have very small ears but very good hearing.

The boats would sail up to the whale and the harpooner would dart two harpoons into the whale. One harpoon was tied directly to the long whaleline, the other was connected to the main line by a short piece of line with a bowline knot. They tried to get two harpoons into the whale just in case the first one should pull out.

As soon as the whale felt the harpoons he would thrash his flukes (tail) around and then head to the windward. While the line was running out the mast and sails would be taken down and put out of the way. The mate went forward to the bow of the boat ready to lance the whale. The man who harpooned the whale went aft to the stern of the boat to steer with the long steering oar. That is why this man was called a boatsteerer by the whalemen. Changing ends by the two men as the boat bounces from wave to wave is dangerous, but there is a good reason for doing it. Knowing how to sail a boat up to a whale and being able to take advantage of the wind, waves, and motion of the whale needs a great amount of skill. The same is true when it is time to lance the whale. The mate, with his longer years of service and greater knowledge, goes to the end of the boat where his knowledge would do the most good.

The men hauled in on the line to pull the boat up near the whale. All this time the whale would be going at a great rate towing the boat at a fast clip. This was called a "Nantucket Sleighride" and when the sea was rough it was very bumpy. Now and then the boat would almost jump out of the water as it bounced off a wave. Then, as the boat came down, it would seem to go under as it went through the next wave. Sometimes a fighting whale would wreck two or three boats and get away, taking more than a mile of line with him. When the whalemen could not get near enough to lance one of these fighting whales they would often tie a cask (a large barrel) to the end of the line. The whale would fight this drag, sometimes butting it with his head or slapping the cask with his flukes. The cask would fly up in the air like a batted ball. When the whale finally tired, the whalemen would then be able to get near enough to kill him. Sometimes these battles only lasted a half hour and at other times they would last all day and far into the night.

When the whale was finally dead the boat towed him back to the ship. The whale would be held alongside the ship, with his flukes near the bow by a fluke chain passed around the smallest part of him near the flukes.

Whales were too big to be taken aboard the ship so the blubber would be peeled off the whale while he was in the water. The blubber was peeled off in a long spiral. Then it was cut up into smaller pieces and the oil would be boiled out in the tryworks. When the oil was cool it would be stowed down below, in the hold of the ship, in casks.

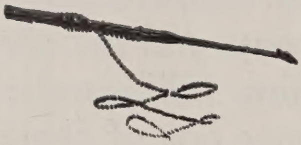
AMBERGRIS

After they finish peeling off the blubber, the whale's stomach is cut open and the mate looks for ambergris. It is only in sick sperm whales that ambergris is ever found. It is usually dark brownish-grey in color and has a musty smell.

In the olden days it was sometimes used in medicine and sold for the same price as gold. The largest amount ever found was 983 pounds and it was sold for $125,000.

Now ambergris is used in making expensive perfume.

THE TEMPLE IRON (harpoon)

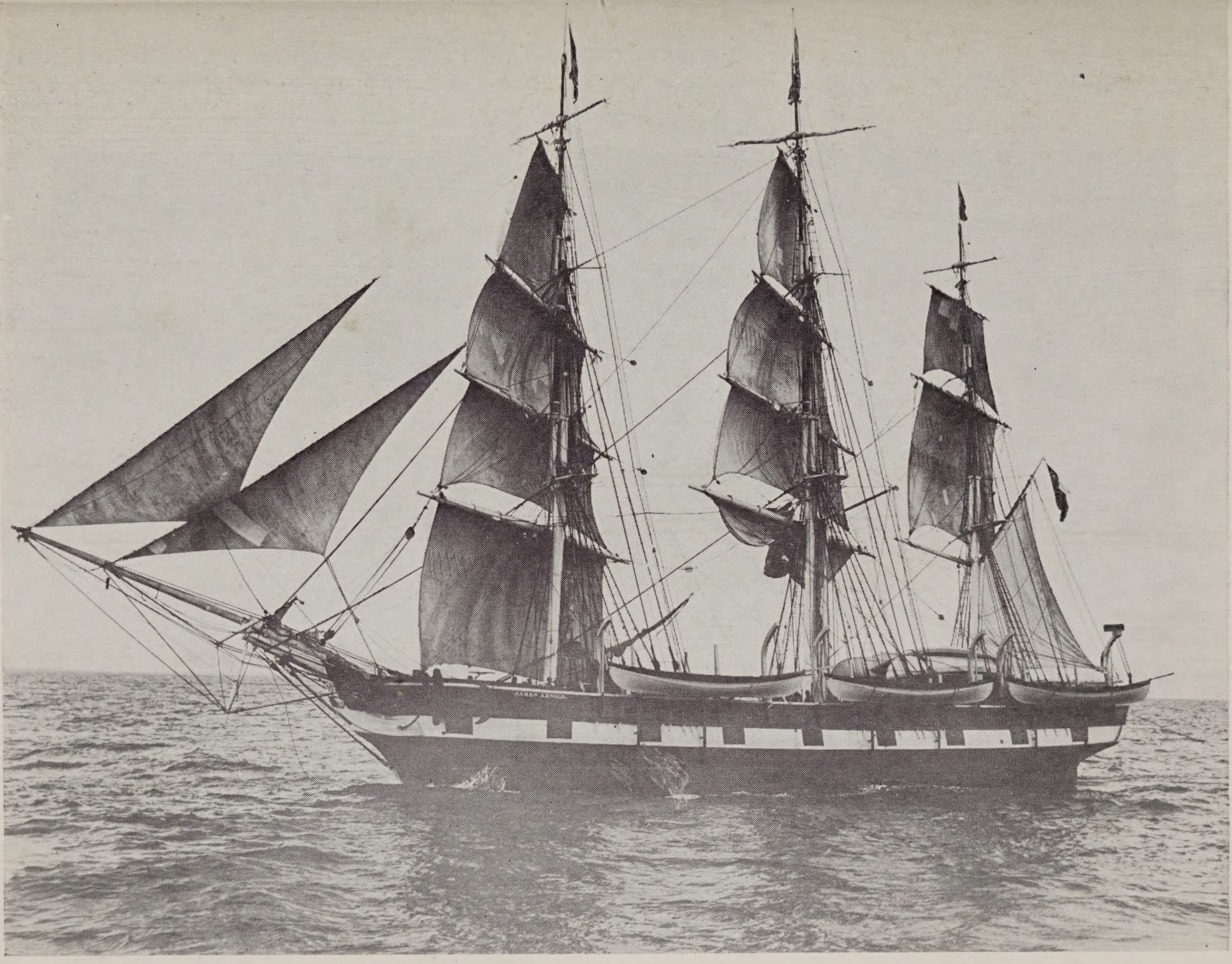


For many years the ends of the harpoons were shaped like arrow-heads. Often the harpoons pulled out of the whale since the holes they made was as wide as the harpoon end.

One day when Lewis Temple, a blacksmith, was waiting in a barber-shop he heard some men telling about losing whales. While Temple was sitting there the scissors in the barber's hand gave him an idea for a better harpoon.

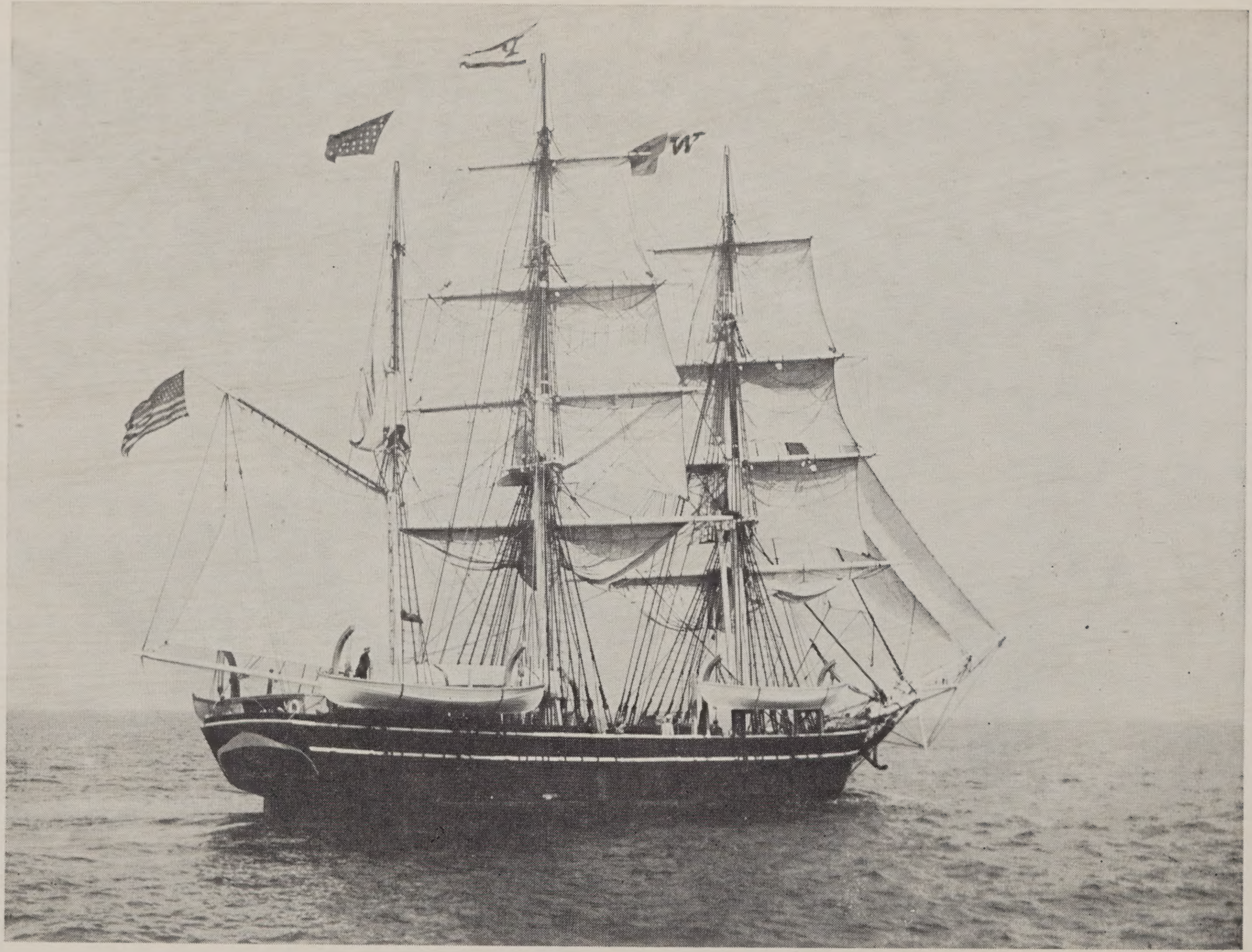
The harpoon he invented was made so the end turned crossways after it went into the whale, the way the scissor blade does when open. This new harpoon was called the Temple Iron.

The whalemen found this harpoon did not pull out so easily because when the end turned in the whale it was four times as wide as the hole it made going into the blubber.



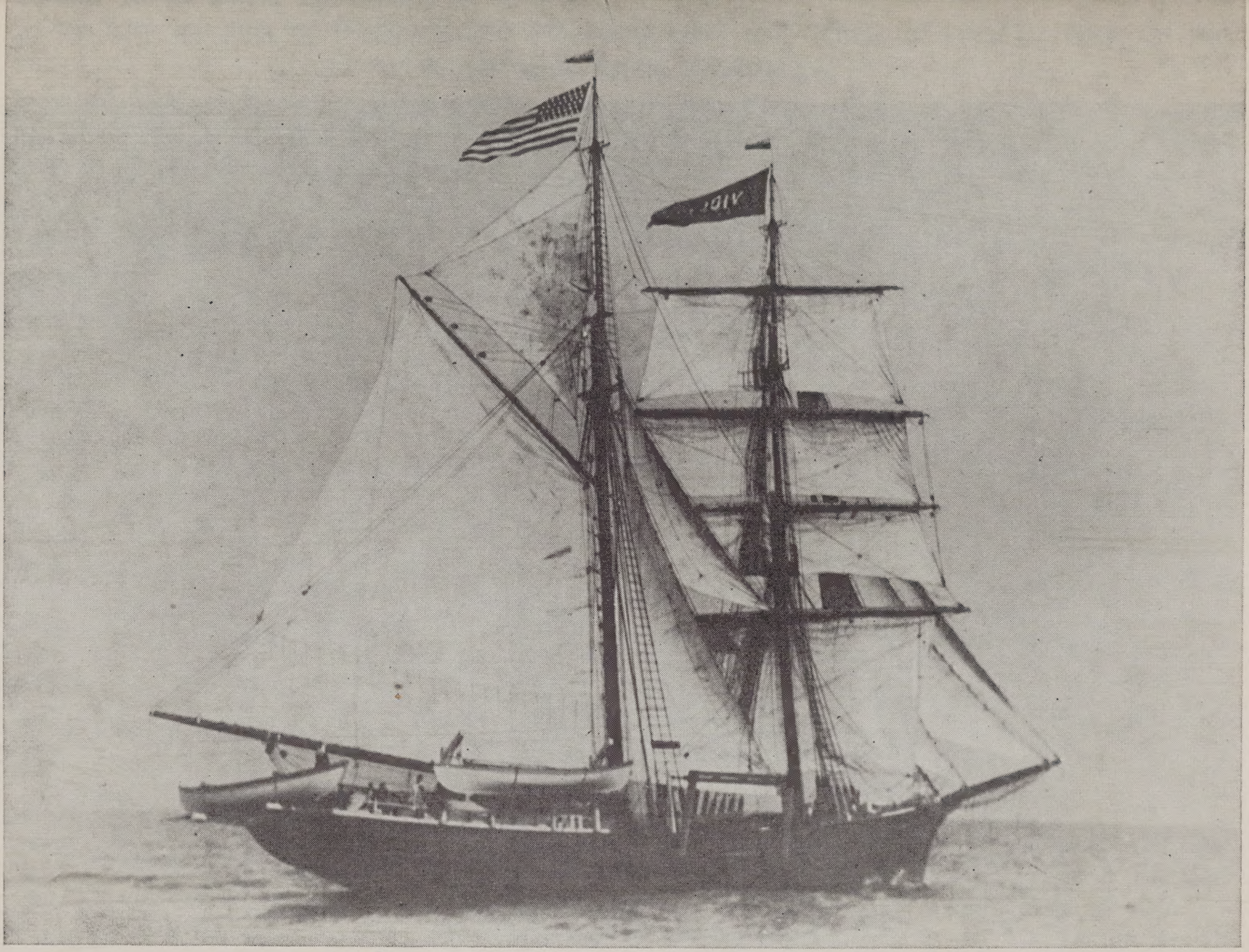
SHIP JAMES ARNOLD

A SHIP rigged vessel has *square sails* on *all* masts. The JAMES ARNOLD was sold to Chilean interests and continued whaling up to 1922.



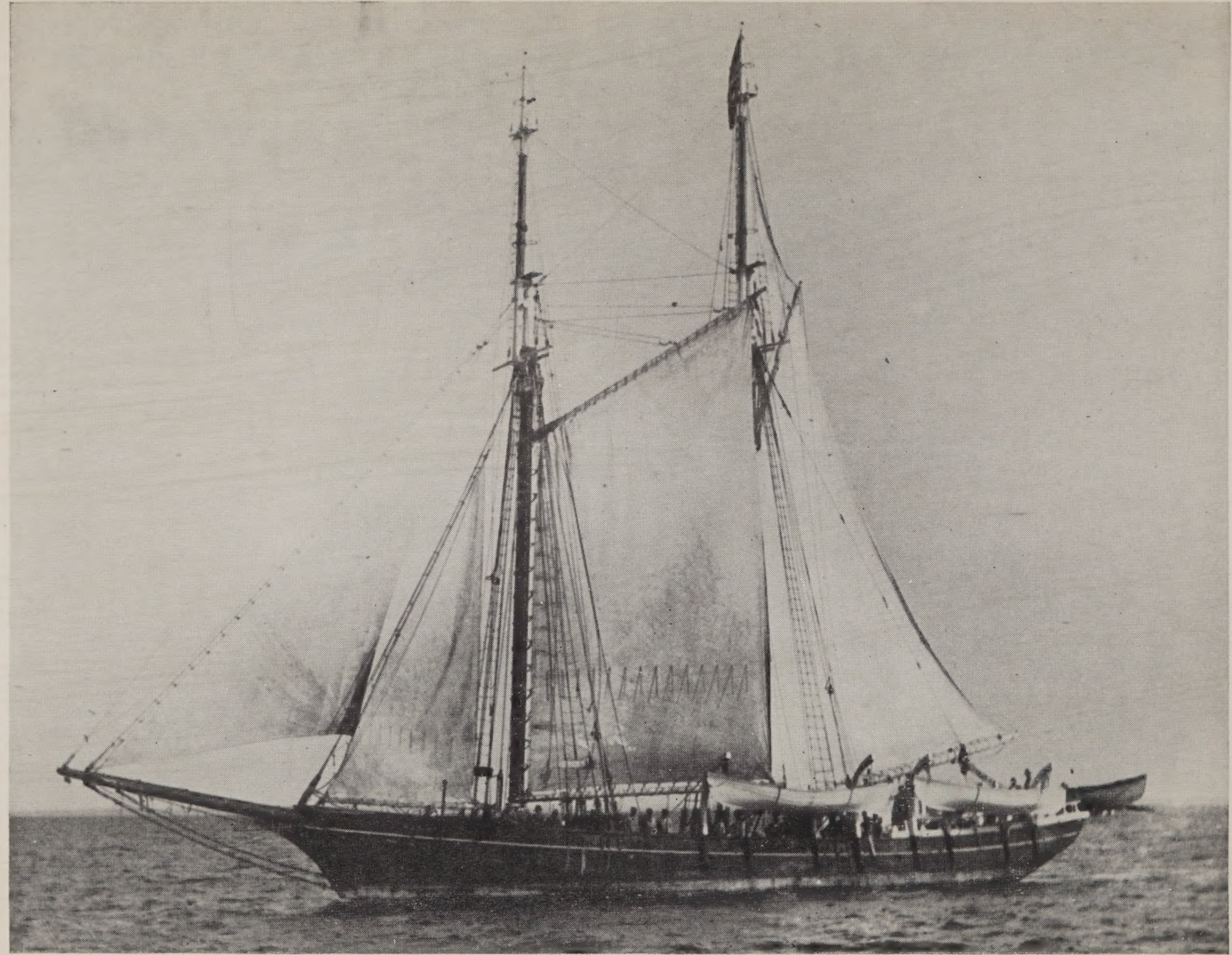
BARK PLATINA

A *BARK* rigged vessel has at least three masts and has *square sails* on *all but one* mast. The PLATINA took the only white whale killed during all the years of whaling.



"BRIG" VIOLA

A vessel with this type of rig was called a "brig" by the whalemen. The correct name for this rig was HERMAPHRODITE (Her maf ro dite) Brig. They had two masts with square sails on only *one* mast. The VIOLA sailed from New Bedford September 4th, 1917 and was not heard from again.

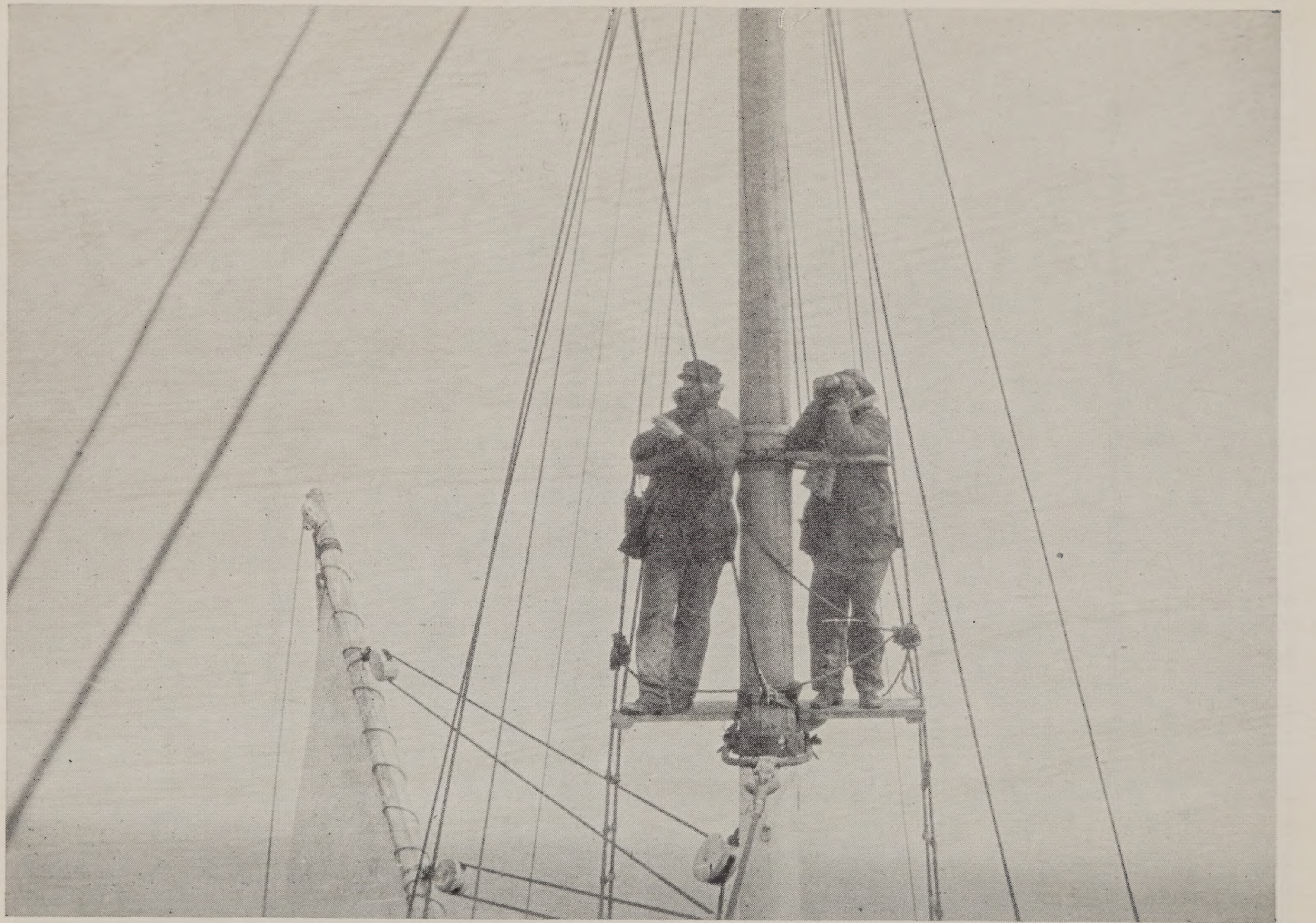


SCHOONER JOHN R. MANTA

Vessels with this kind of rig did not have any square sails. The JOHN R. MANTA made the last whaling voyage out of this country in 1925.

These pictures were taken by Mr. William H. Tripp in 1925 aboard the schooner JOHN R. MANTA. *This was the last whaling voyage made by a sailing ship.*

Mr. Tripp, who began his study of whaling in the fourth grade, was the world's foremost authority on American Whaling.

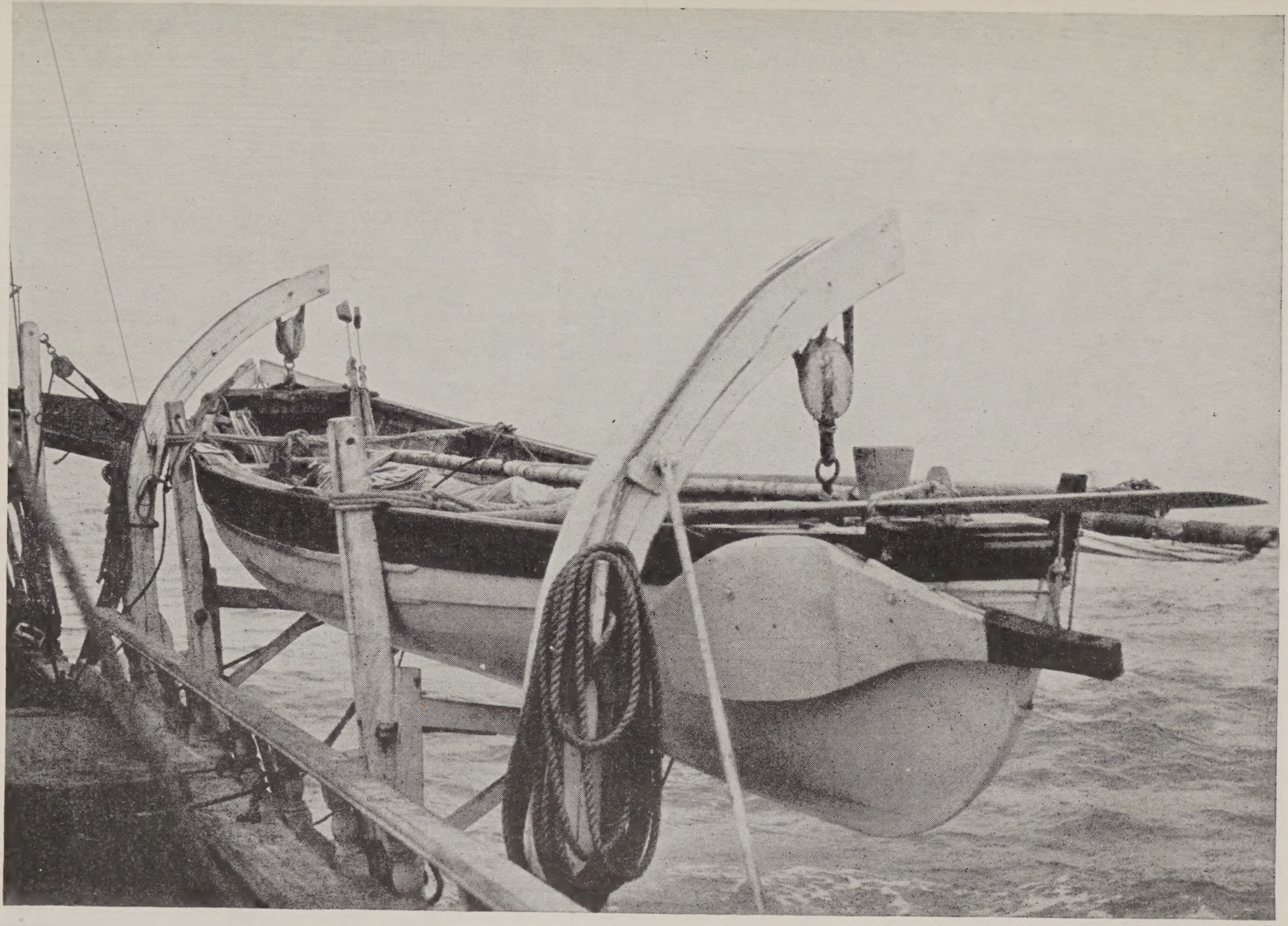


A-A-AH BLO-O-OWS

From sunrise to sunset, except whene there is a bad storm, men are stationed at masthead looking for whales. Every two hours others take their place. When they see a whale the men sing out,

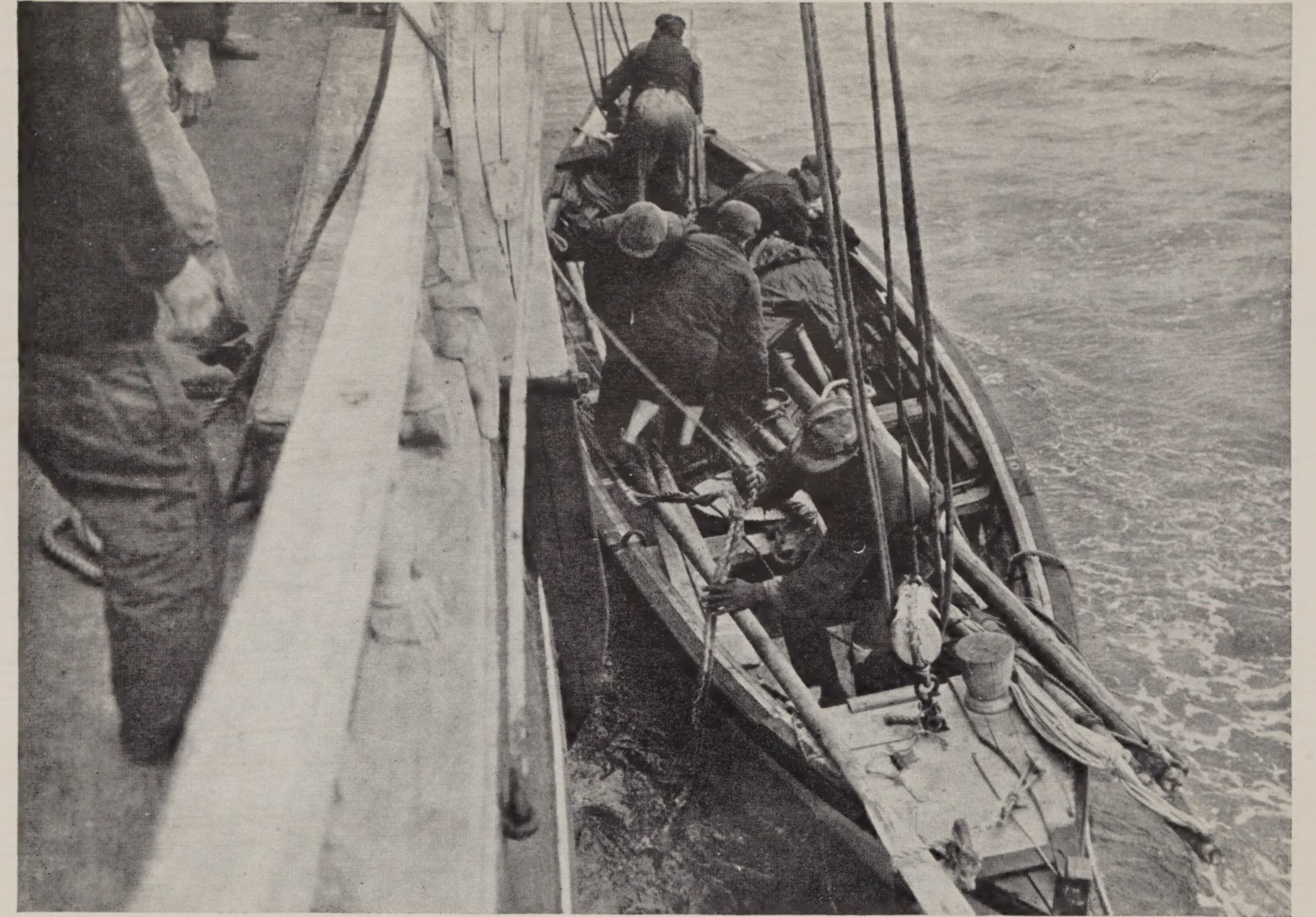
"A-a-ah Blo-o-ows, A-a-ah Blo-o-ows."

The bigger the whale the longer they stretch out the A-a-a-a-ah Blo-o-o-ows.



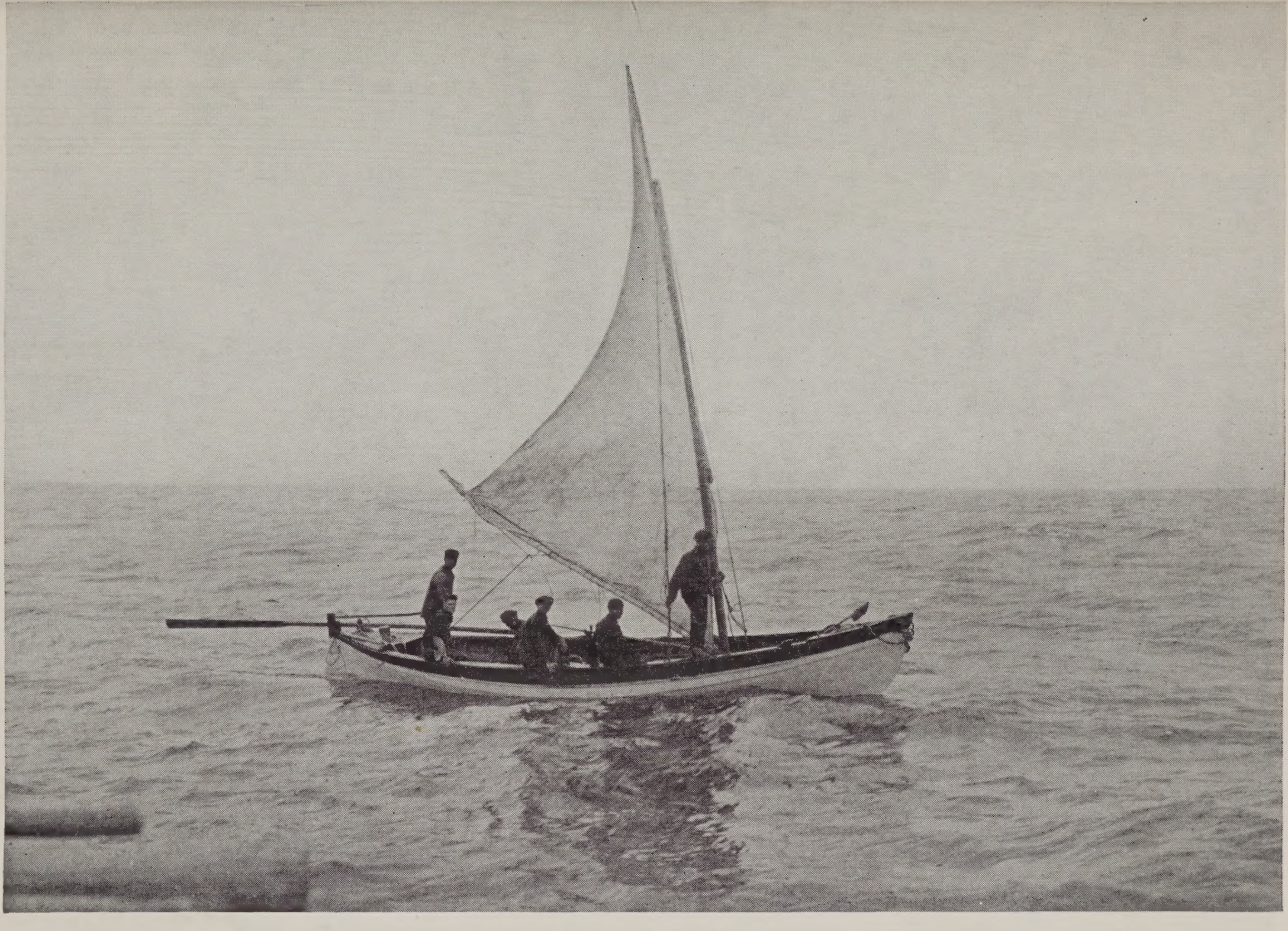
A BOAT READY TO LOWER

The boat is hanging from the davits (day-vits) and is resting on the cranes. To lower the boat the cranes are swung sideways and the boat is lowered by the "falls" (as the ropes are called) at each end.



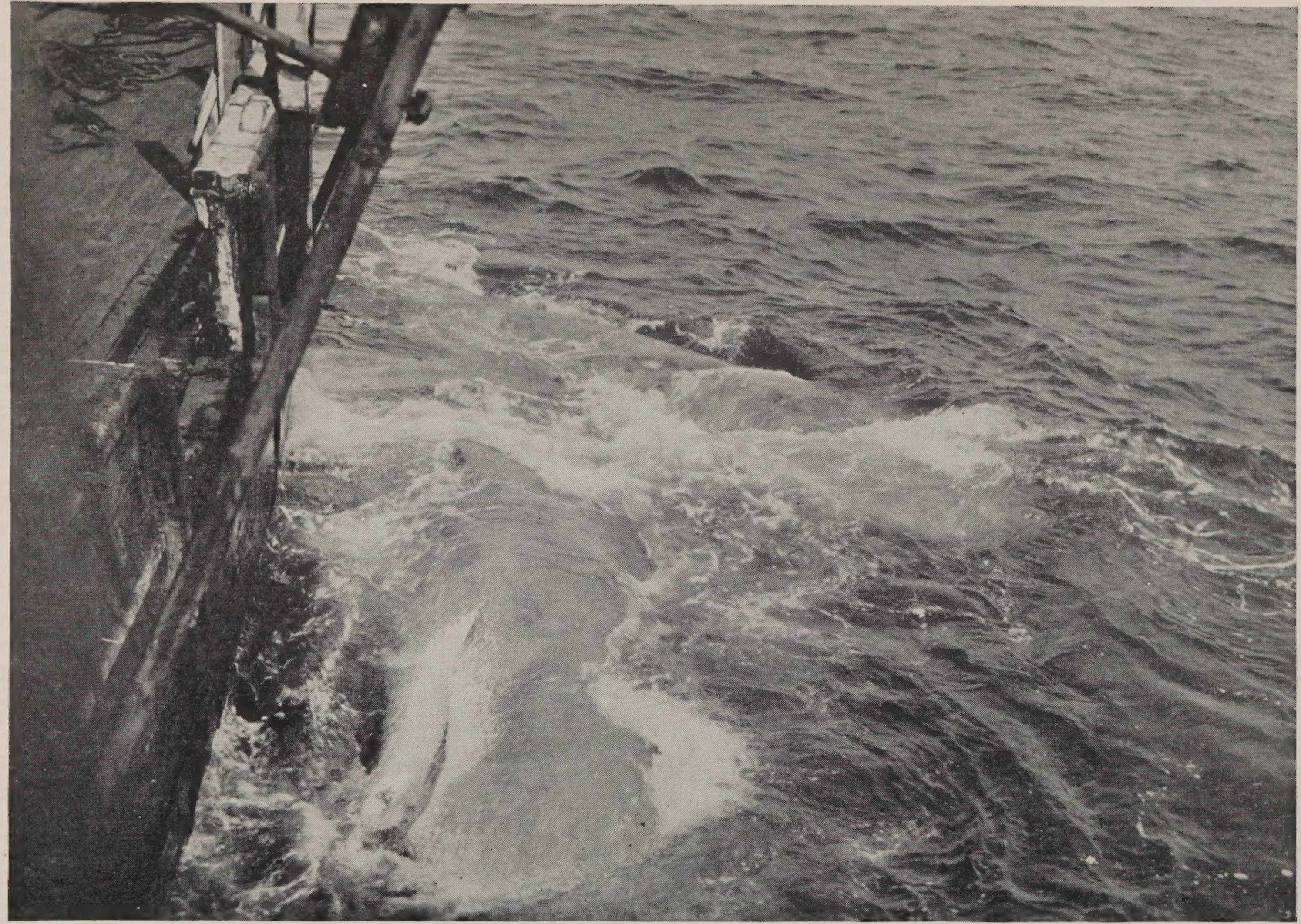
LOWERING FOR WHALES

When the vessel is close enough to the whales the boats are lowered into the water. Two men ride down in the boat. The other four men of the boat's crew climb down the side of the ship into the boat. The men take off their shoes so there will be no noise to scare the whales.



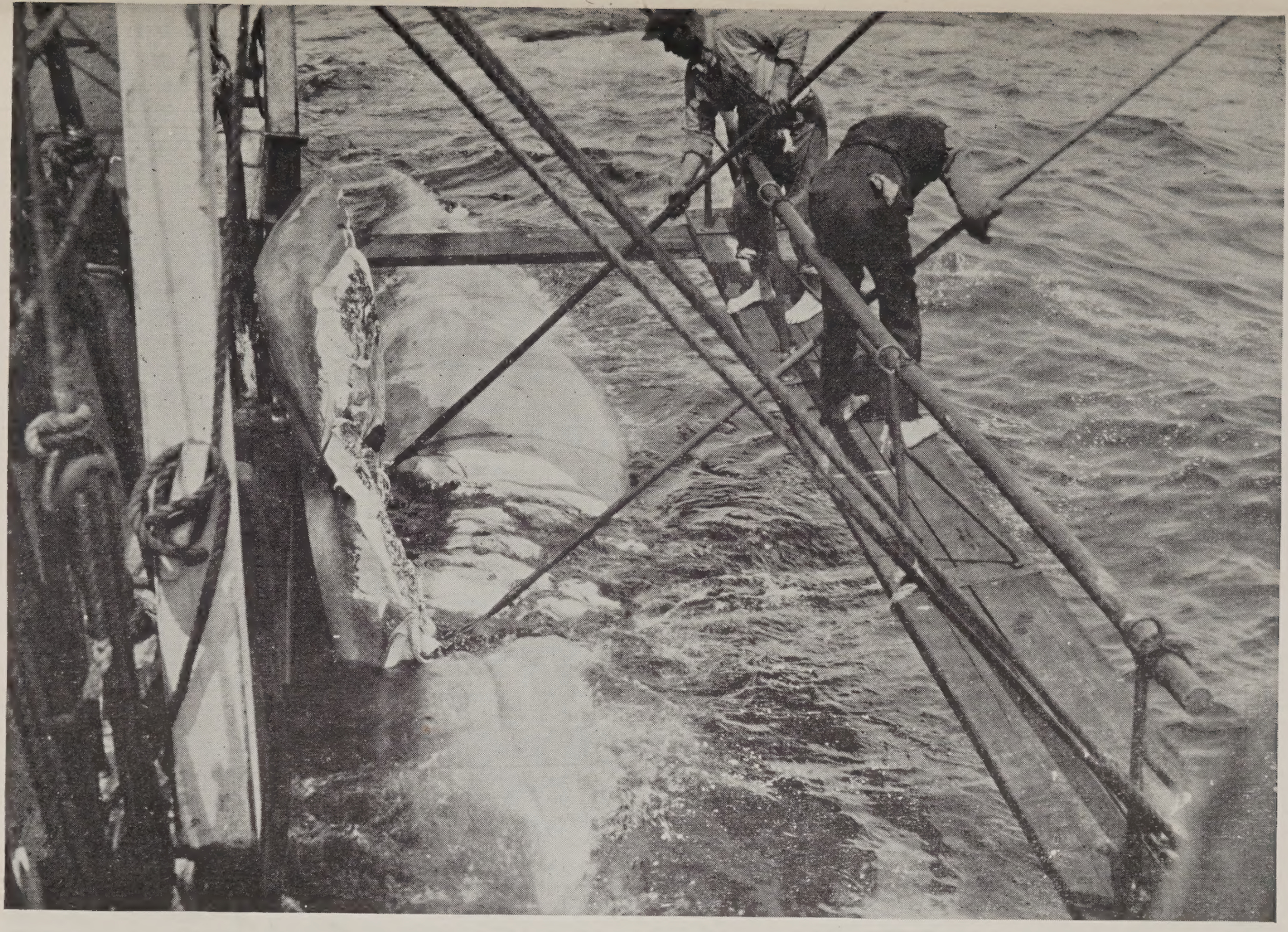
OFF FOR WHALES

The mast and sail are put up and the boat heads for the whales. Sails are used most of the time because rowing the boat would make too much noise. Whales have small ears, but very good hearing. In the bow of the boat are two harpoons ready to be darted into the whale. This boat has a reef in the sail, to make the sail smaller, as the wind was blowing quite hard that day.



TWO WHALES ALONGSIDE

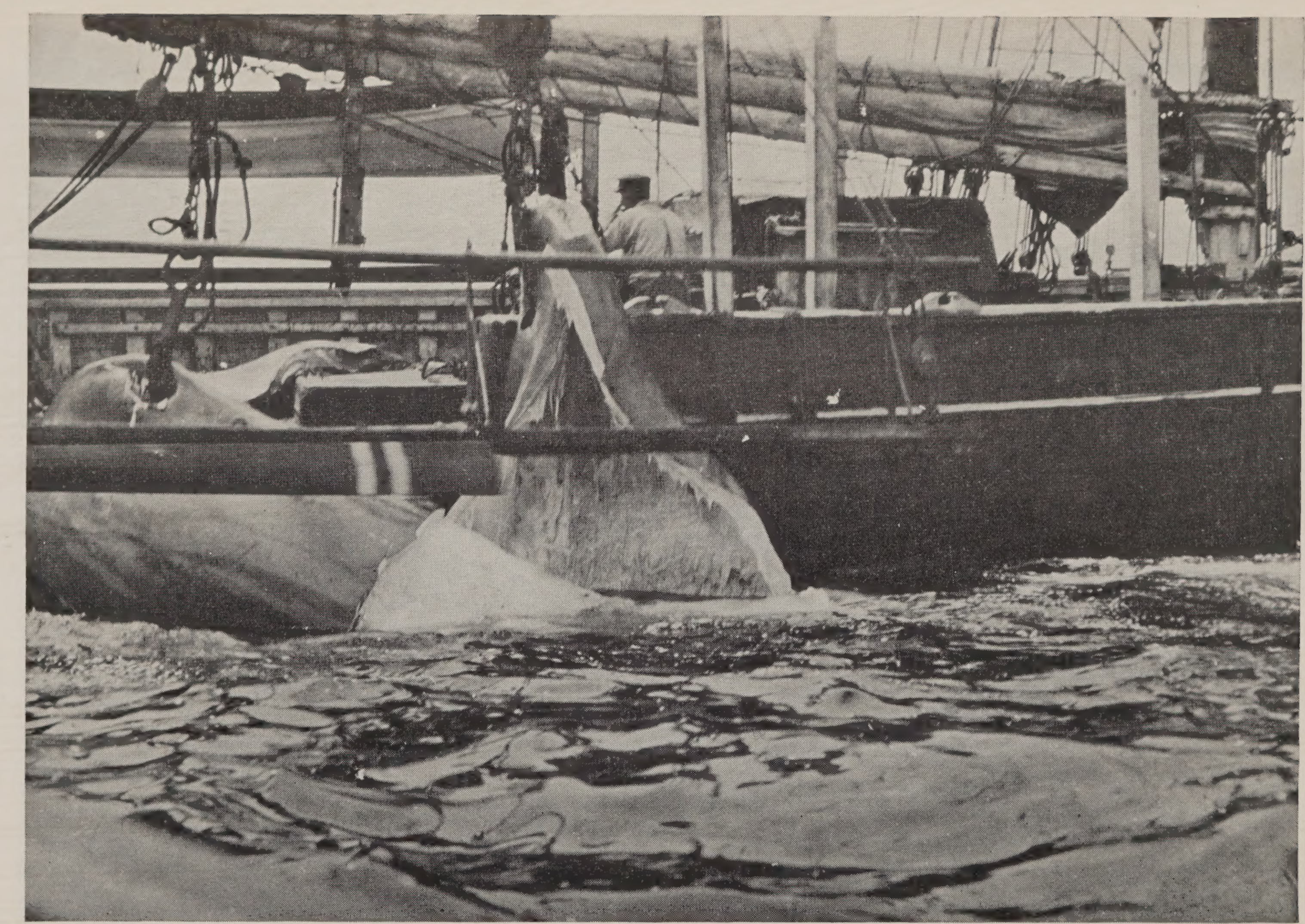
The two whales are held alongside the vessel with their flukes (tails) towards the bow of the ship. They are held there with chains around the narrowest part of their bodies, near the flukes. Sometimes, if the men have good luck, they will have six or seven whales alongside at once.



UNROLLING THE "BLANKET"

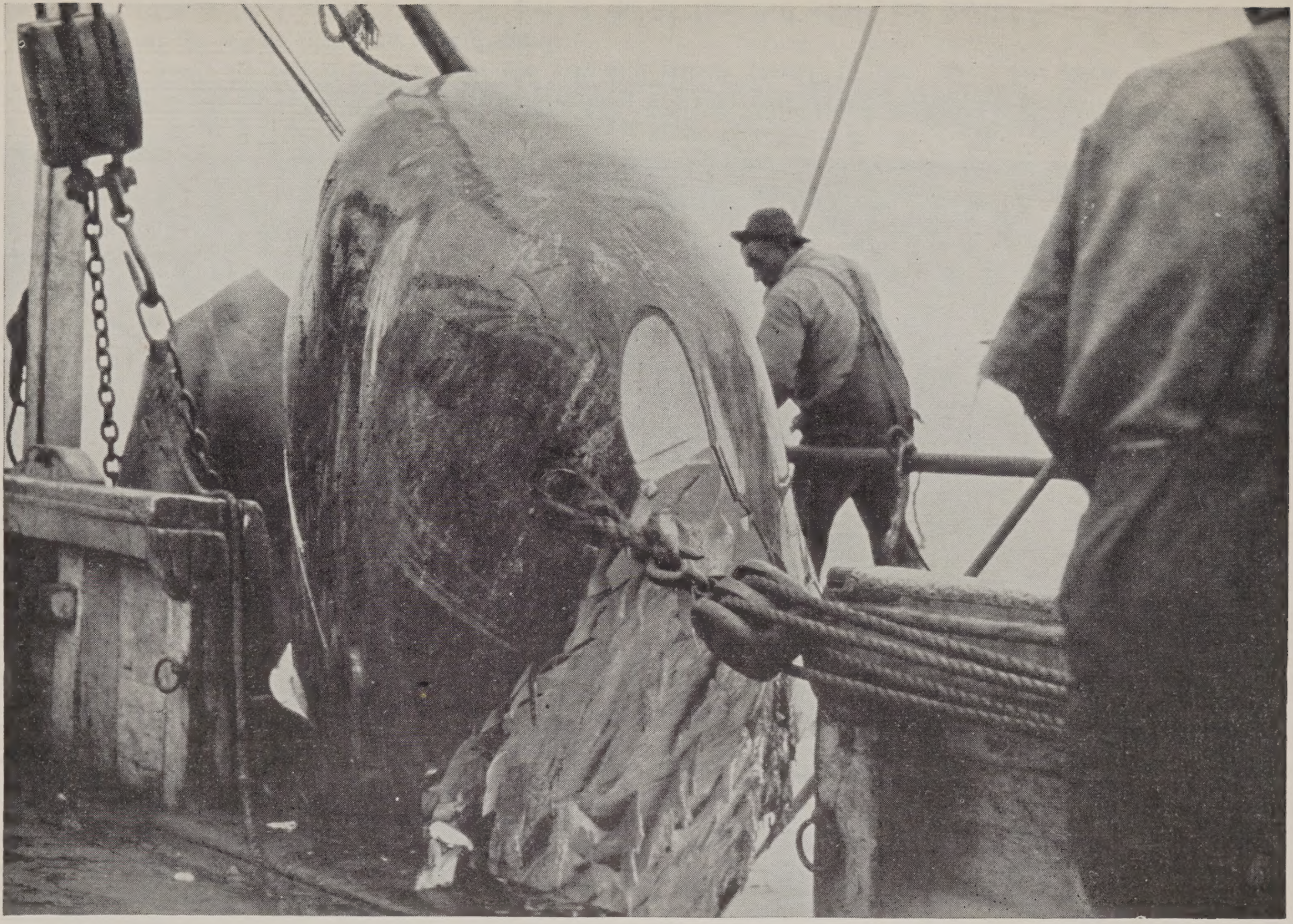
The mates use long handled spades to cut the blubber away from the whale's body. The spades are shaped like a triangle with the bottom edge sharp as a razor. Long poles are fixed to them so that they look like chisels with long handles.

The platform the men are standing on is called a "cutting in stage." The men go barefooted, when on the stage, so they will not slip.



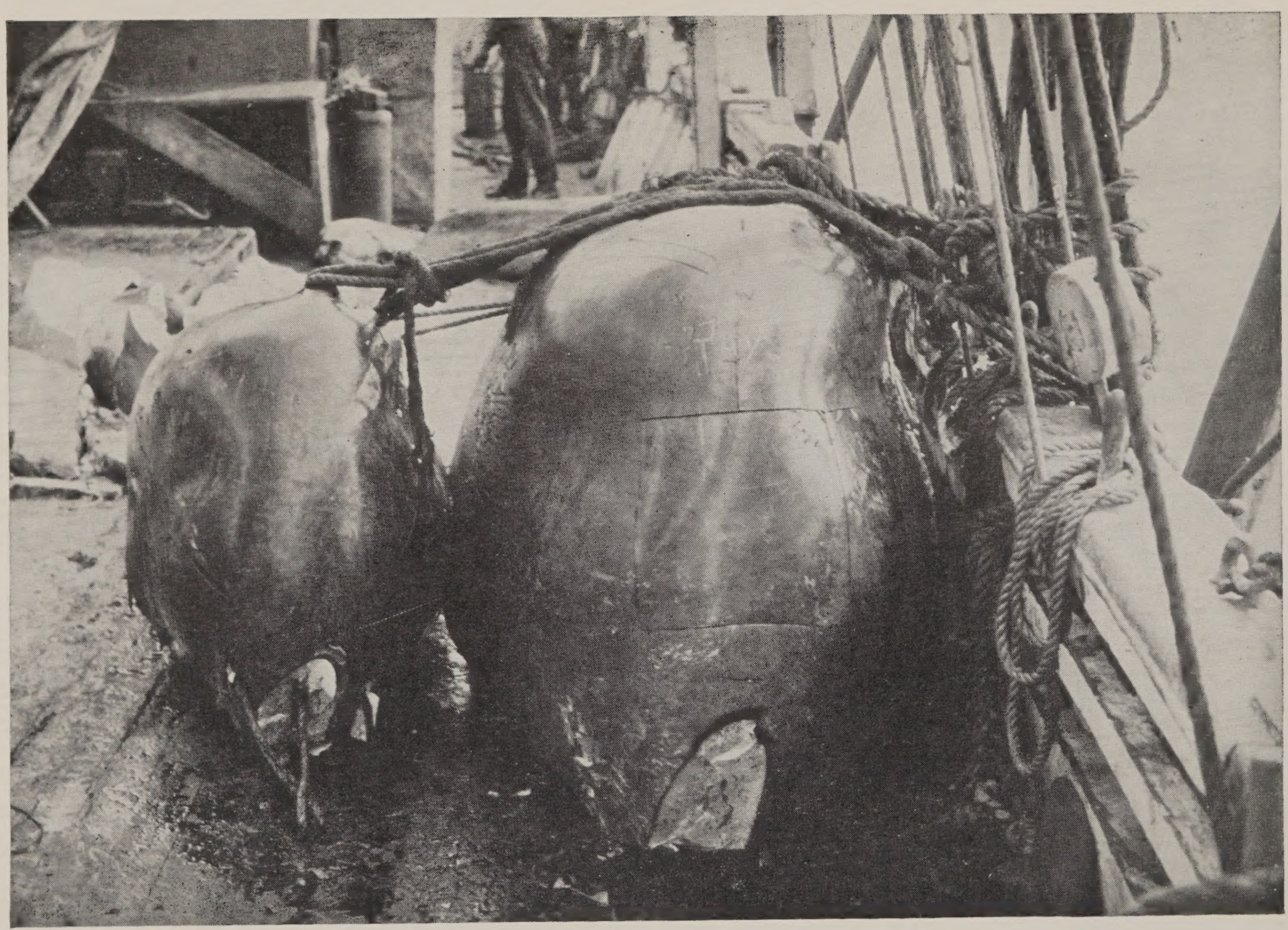
SEPARATING THE HEAD

Two sets of "cutting in falls" are used to peel the blubber off the whale. These "cutting falls" are made up of heavy rope and large blocks (pulleys). The free end of the rope goes forward to the windlass that is used to pull the heavy strip of blubber off the whale. The whale rolls over and over in the water as the strip of blubber is pulled off his body. As the whale turns over the mate cuts through the meat so the head can be separated from the body of the whale. A large iron hook is placed in the spout hole to pull the head on deck.



HEAD OF A 35 FOOT LONG BULL WHALE BEING TAKEN ABOARD

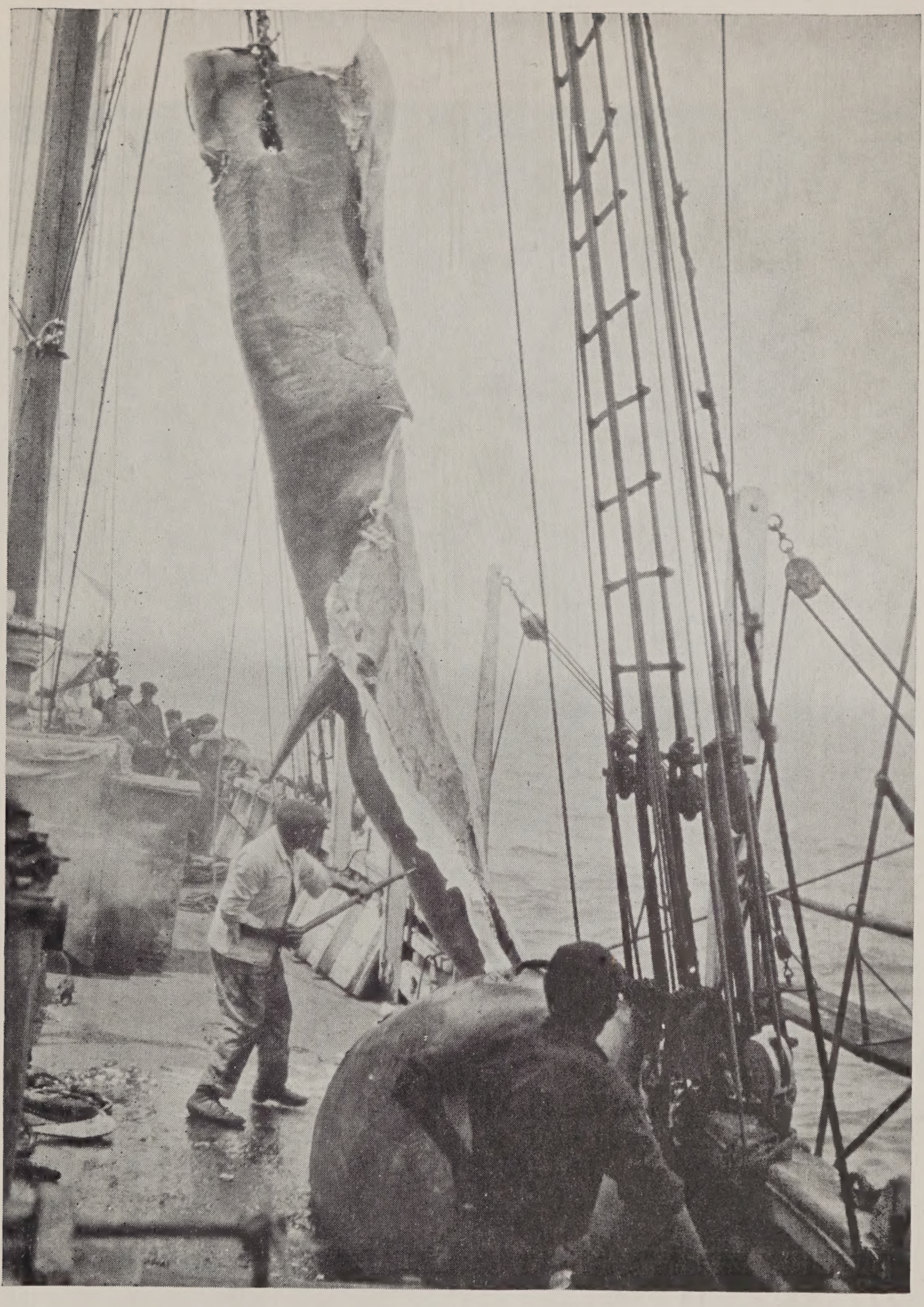
Only the heads of the smaller whales can be taken aboard this way. The head in the picture would weigh about four or five tons.



TWO HEADS ON DECK

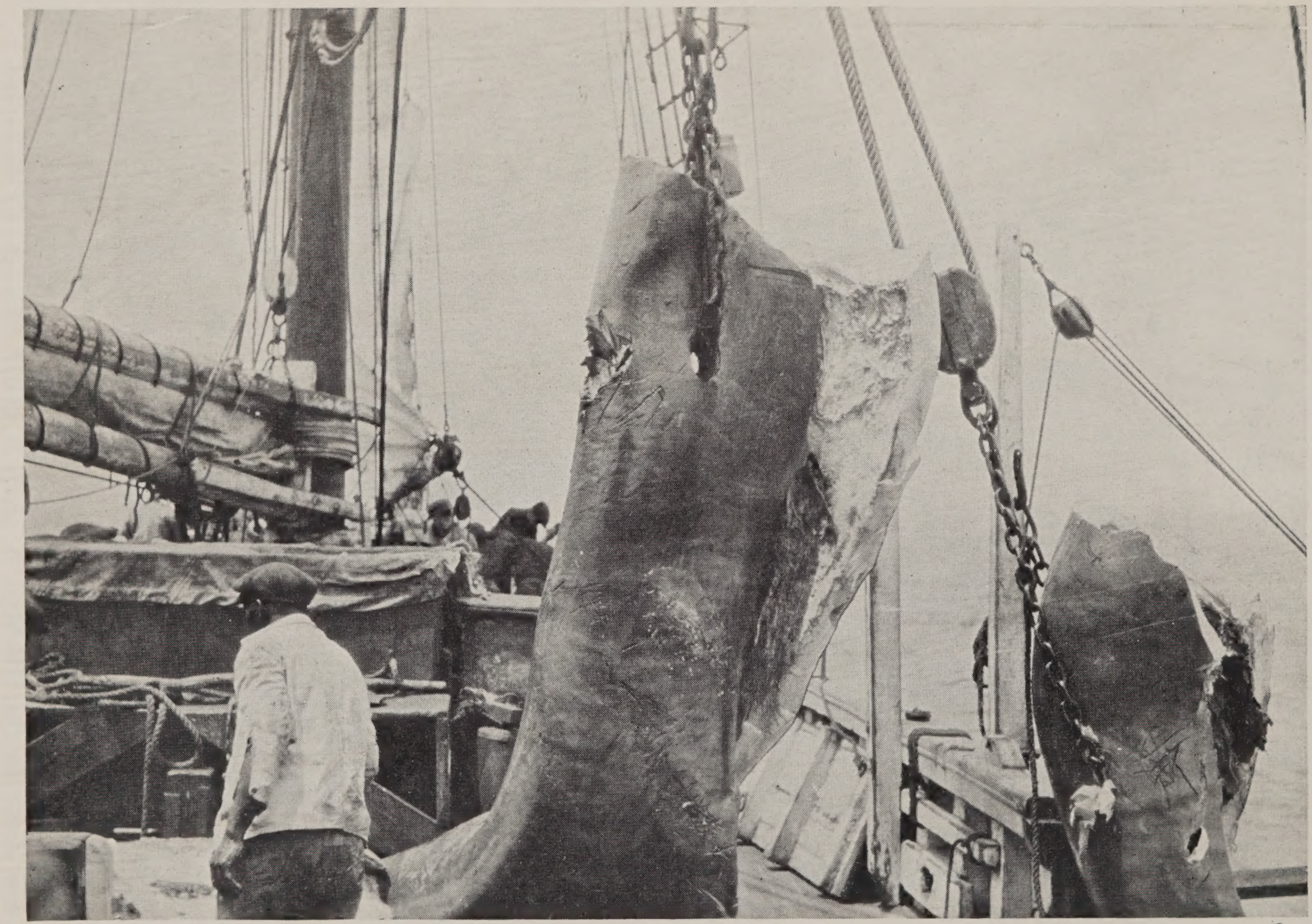
The heads are pulled back out of the way and lashed (tied) to the rail. The men then peel the blubber off the whale's body in a long spiral.

The larger head in the picture is that of the 35 foot full whale: the smaller head is from a twenty foot cow whale.



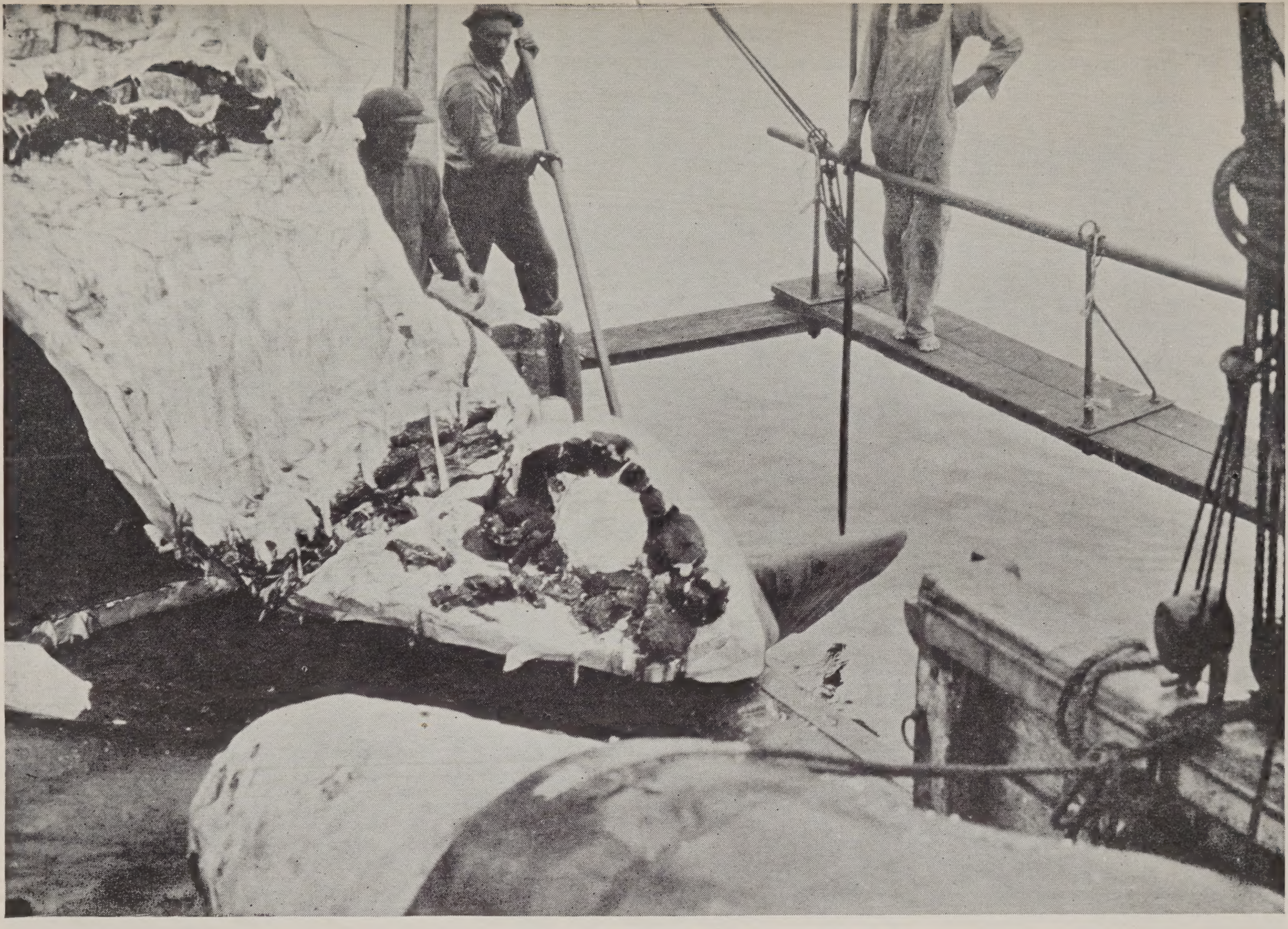
BOARDING THE "BLANKET PIECE"

When the strip of blubber is raised as far as it will go two holes are cut low down in the blubber. A chain is passed through the holes and hooked to the other cutting falls. The long handle knife the man is using is called a boarding knife.



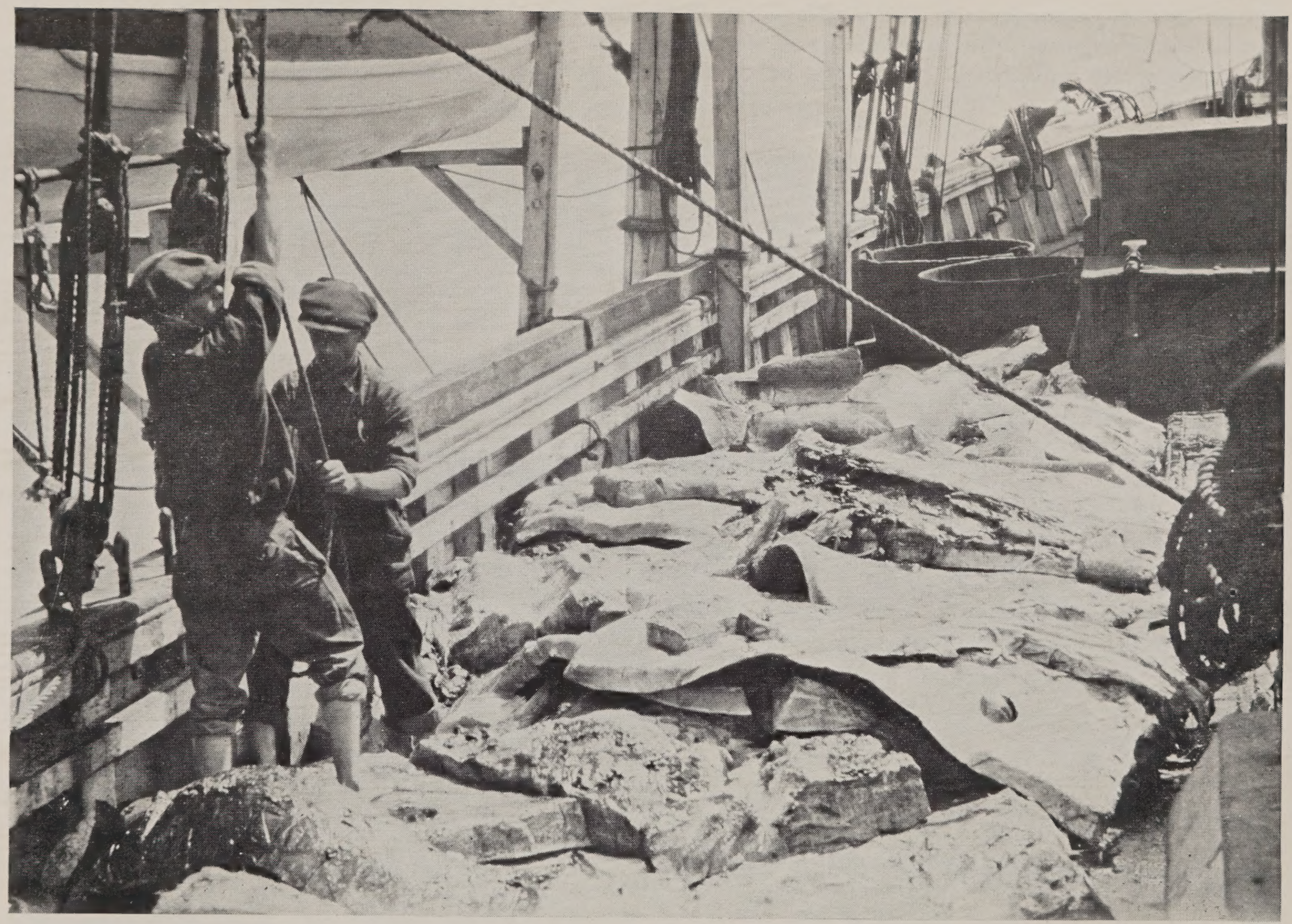
THE "BLANKET PIECE"

The top piece of blubber is cut off above the two holes and is lowered to the deck. This is called a "blanket piece" because it looks like a thick blanket. The blanket of blubber is about five inches thick on this whale.



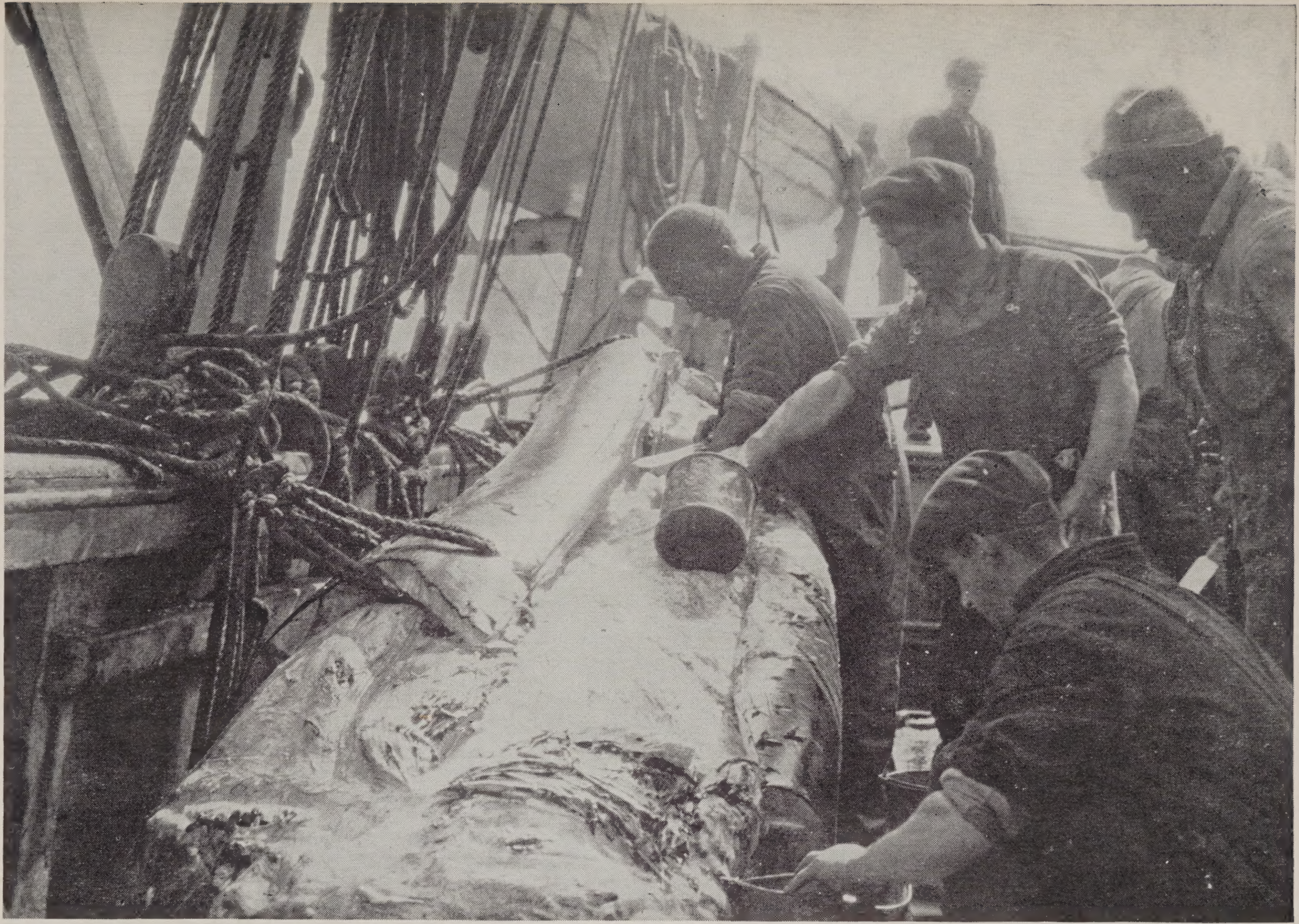
FIVE AND FORTY MORE

The men keep peeling the blubber off and lowering to to the deck. Sometimes the flukes were hauled up with the last blanket piece. As the flukes was cut away and dropped into the water — the men would cheer and shout, "Five and Forty More". The average whale gave about 45 barrels of oil and the men meant they had that much more.



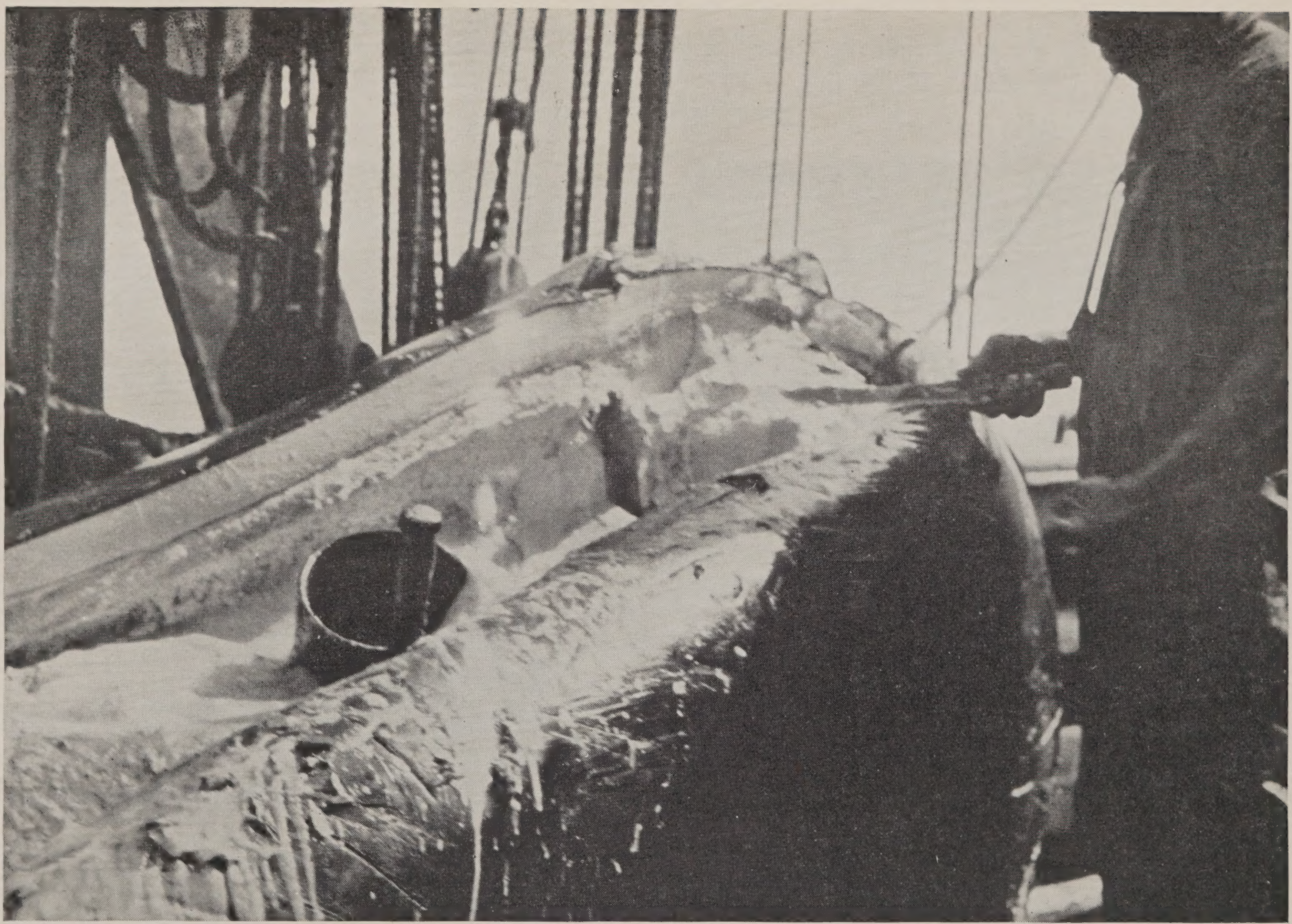
TONS OF BLUBBER

The blubber is piled on the deck black side down because it will lay flat and be easier to cut up. The blubber from these two whales will weigh about 15 tons.



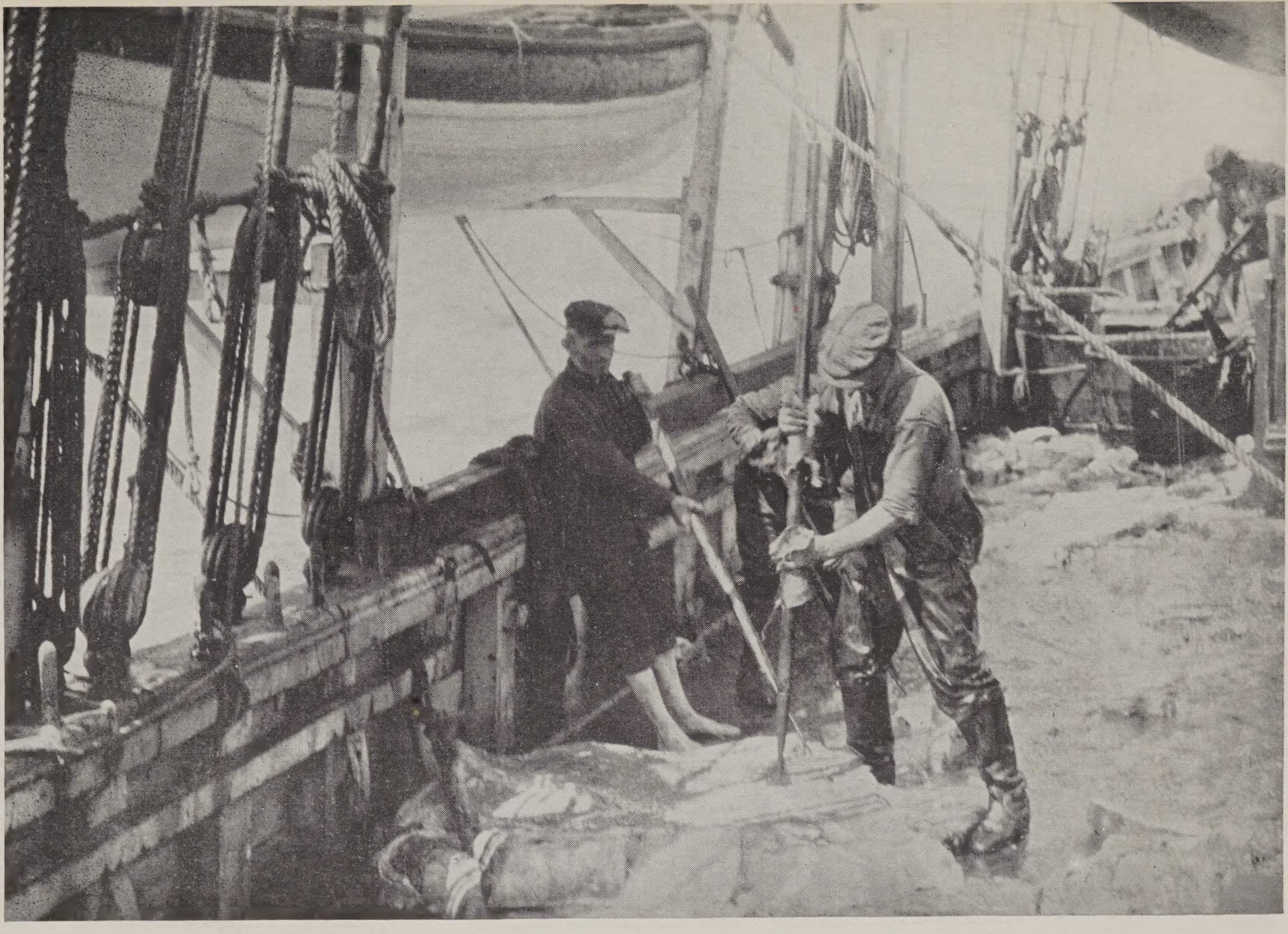
BAILING THE CASE

The top half of a sperm whale's head is like a tank and is full of oil. This part of the head is called the case and the oil is called spermaceti (sperm-a-set-tee). An opening is cut in the top of the case and the oil is bailed out with pails.



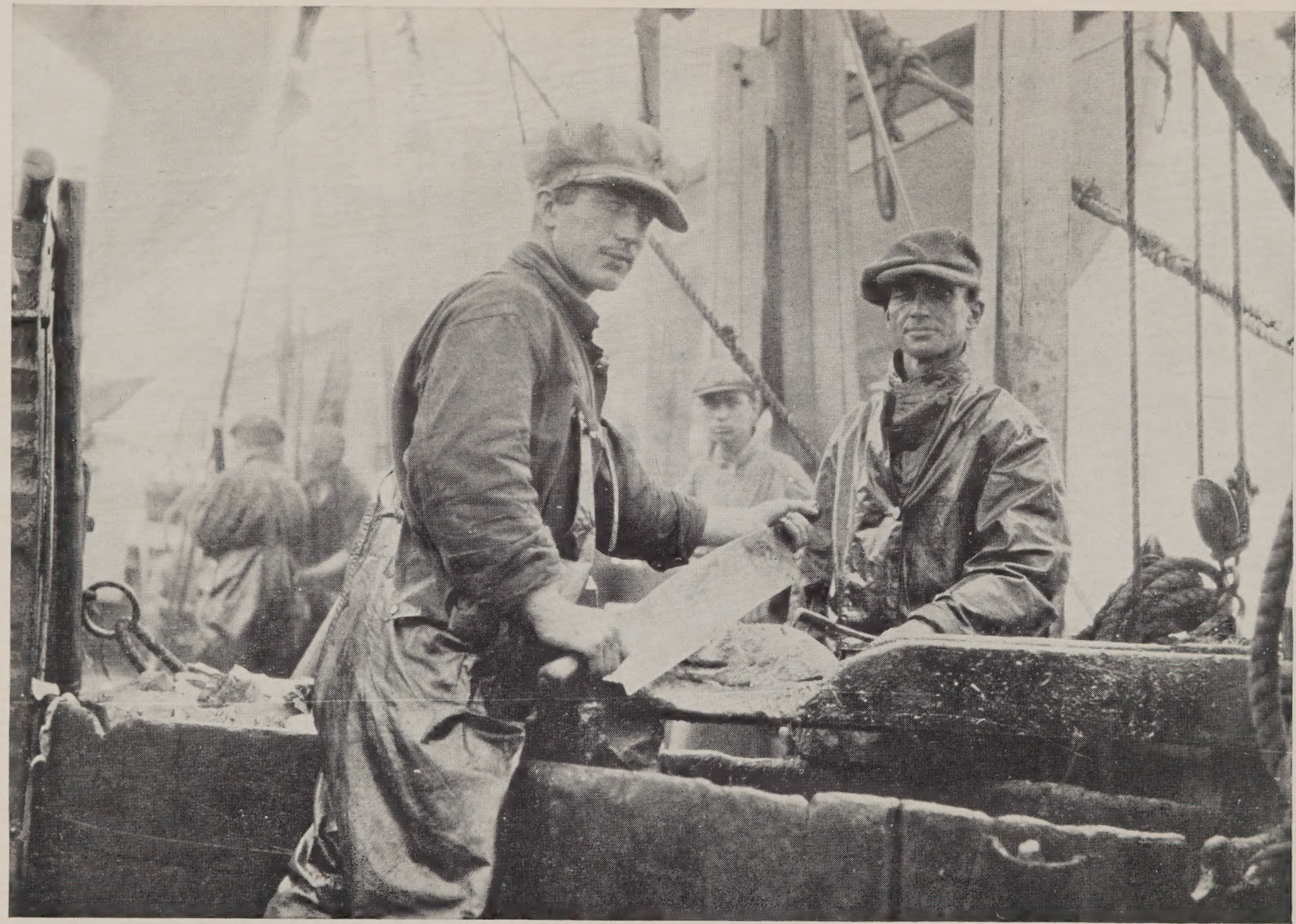
SPERMACETI

When the oil is first dipped out it is a light golden color. As soon as the oil meets the air the oil hardens almost like soft wax. The spermaceti must be heated in the try-pots so it will not harden up during the rest of the voyage.



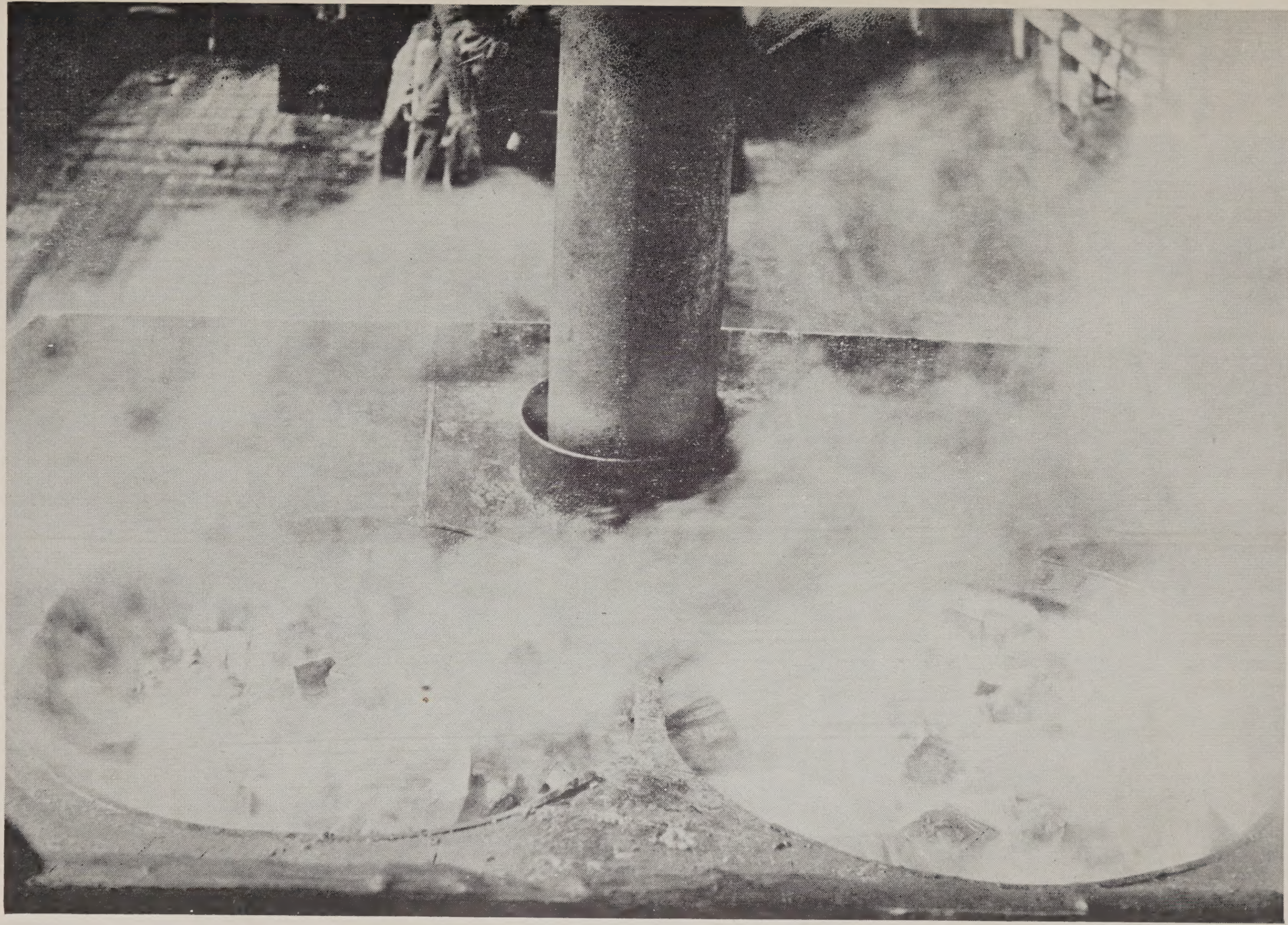
MAKING "HORSE PIECES"

After the case has been bailed out, the blubber on deck is cut up into small pieces about six inches wide and three feet long. These pieces are called "horse pieces." The men use short handle spades to cut the blubber. The men have to watch out they do not cut off their own toes.



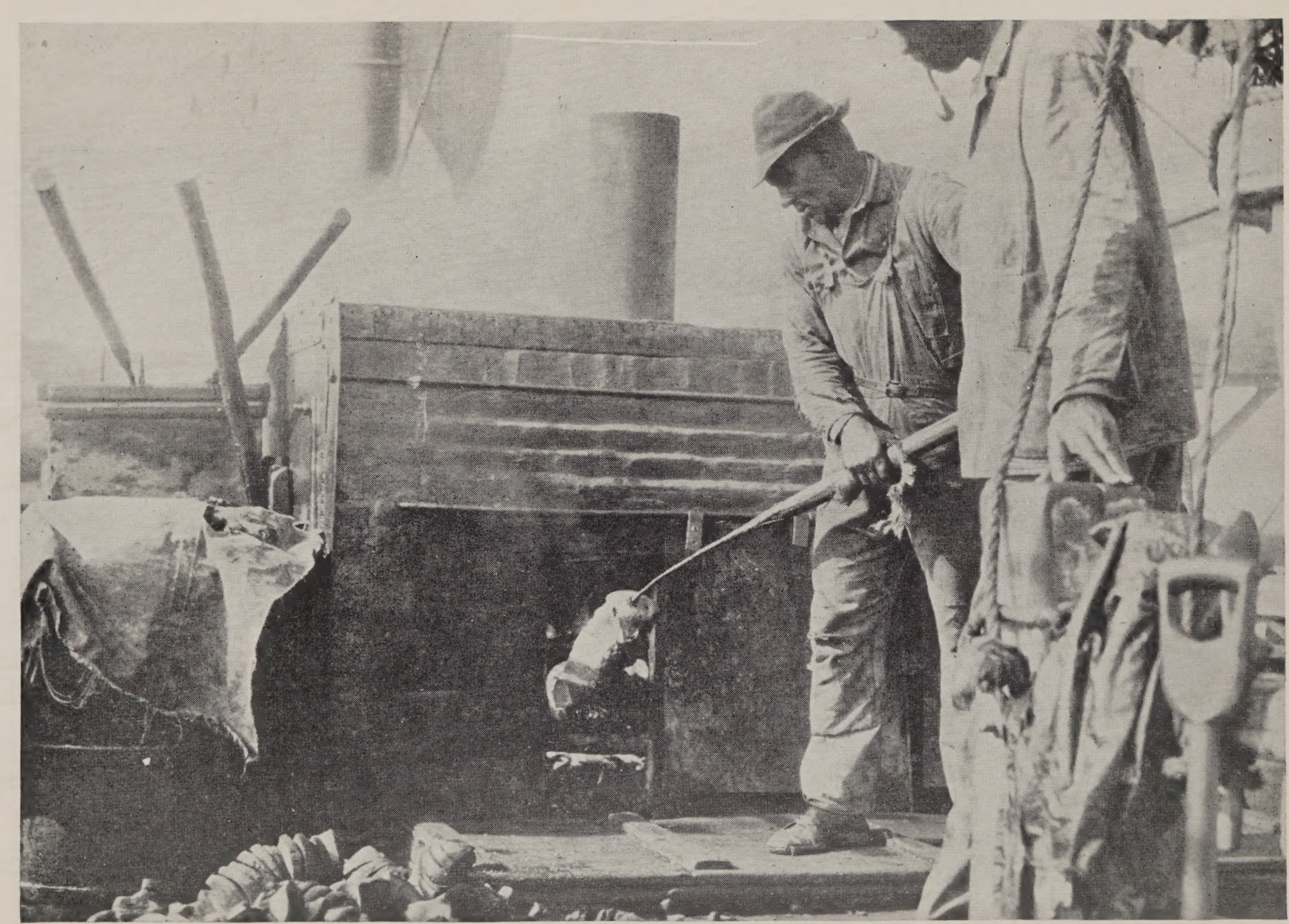
MINCING THE "HORSE PIECES"

The "horse pieces" are sliced like bread and are then called "books". The men use a wide knife that has a handle on each end, it is called a mincing knife. The board the blubber is on while being sliced is called a mincing board. The strip of blubber is only cut part way through and the slices open up like the pages of a book. These slices are called "bible leaves" and are supposed to be cut thin so the oil can be boiled out easily.



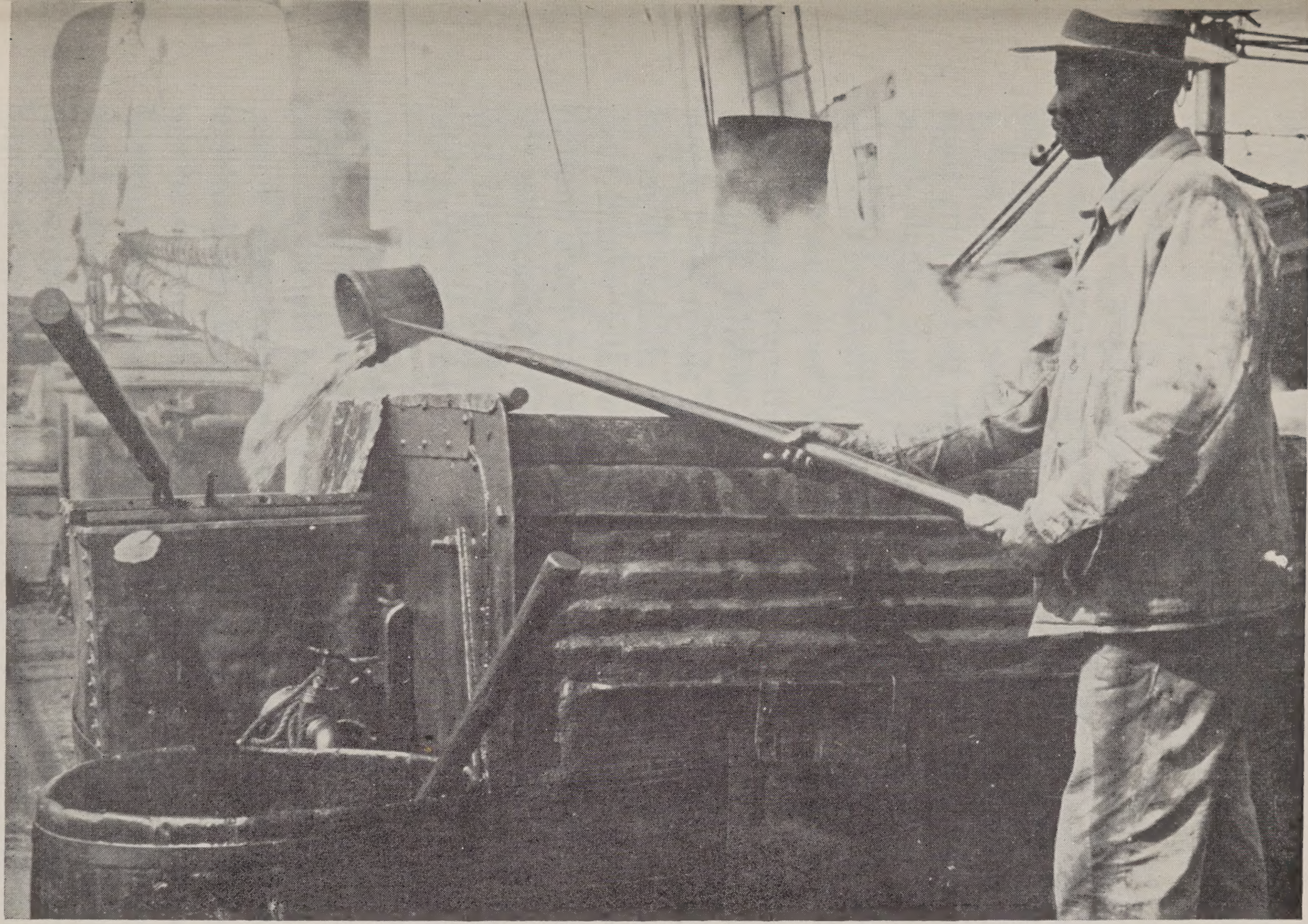
TRYING OUT (BOILING)

The "books" of blubber are put into the large iron pots, called try-pots, that are built into the try-works. The fires are started and the oil comes out of the blubber the way grease comes out of bacon.



FEEDING THE FIRE WITH SCRAPS

The fires are started with wood. When the fires are burning well, pieces of blubber that have had most of the oil boiled out are used to keep the fires going. These pieces are called scraps and make a very hot fire. In this way the whale supplies the fuel to boil out his own blubber.



BAILING THE OIL

When the oil is cooked enough the scraps are skimmed off with a skimmer. The skimmer is a shallow sieve with a long handle.

The oil is then bailed out of the pots and into a cooler. When cooled, the oil is stowed down below in the ship. The oil is put in large barrels that are called casks. Some of these casks are so big they hold over 300 gallons of oil.

CHAPTER VI

ARCTIC WHALING

The last place ships went hunting whales was in the Arctic Ocean. In 1848 the bark Superior was the first ship to go into the Arctic after whales. The whales they found there were called Bowheads. These whales had a very thick layer of fat blubber on their bodies. In their mouth was many great long slabs of black whale bone called baleen. The whalemen found that the bowheads did not fight so hard as the sperm whales.

Whaling in the Arctic was much different than it was anywhere else. The season for getting whales was short because the ocean was frozen over most of the year. Longer harpoons had to be used because of the thicker layer of blubber on the bowheads. Often the whales would rush under the ice and if the whaleline was not cut quick enough the boat would be smashed against the ice. Sometimes the ice would close around the ship and the boats could not be rowed back. The men would then have to drag the boat across the ice to get to the ship.

Often, when a ship was held in the ice, whales would be seen in open water some distance away from the ship. The boats would be hauled across the ice to the open water. If the whale was killed the men would peel the blubber off in chunks. These chunks would be dragged over the ice to the ship. The oil would then be tried out and stowed away in the same way it was done with other whales. Most of the voyages to the Arctic were short, only lasting about a year. A ship would leave San Francisco late in November and go "warm water" whaling until the next spring.

This was called the 'tween season cruise. In April or May the ship would head into the Arctic as the ice moved back. Sometimes a ship would winter in the Arctic in some well protected bay.

In the Arctic there was always the danger that a storm or sudden shift in the wind would drive the ice so that it would trap and crush the ships. That is what happened to 33 whalers, caught north of Point Belcher, in 1871. A sudden shift of wind drove the ice inshore. As the open water narrowed the ships were jammed closer together. They were in great danger of being crushed by the ice or wrecked on shore. The captains decided everyone should leave the ships while there was still time. A message was sent to seven ships that were on the other side of Point Belcher, in open water, asking them to wait.

After loading all the provisions possible in the small boats, 1219 men, women and children left the trapped ships and headed for the waiting ships. That night the boats were hauled out on Blossom Shoals. The women and children slept on the ground under the overturned boats. The next day the boats reached the waiting ships. The people were divided up among the seven ships, some were landed at the Sandwich Islands (Hawaii) while others were taken to San Francisco. During that dangerous trip through the ice choked waters not a single person was lost or even injured.

Other ships were lost in the Arctic, sometimes four or five in a single year. In 1897 eight whalers were caught in the ice north of Point Barrow by an early freeze up. There was not enough food aboard the ships to last through the long winter. George Fred Tilton, who later became a captain, volunteered to try to get help. He, with two Eskimos, walked 3,000 miles across Alaska to get help. It took Tilton three months to make the trip.

THE STONE FLEET

During the Civil War the government decided to block some of the Southern Harbors so the blockade runners could not get out. Forty-five whaleships were bought and everything was taken off them except the sails. Holes were bored in the bottoms of the ships and plugs were fitted in the holes. The plugs were fixed so they could easily be knocked out. The ships were then filled with stones taken from the stonewalls around New Bedford. These ships sailed in two fleets, one to Savannah and the other to Charlestown. When they reached these harbors the plugs were knocked out and the ships sank in the mouth of the harbors.

The Confederates sent out four raiders to destroy whaleships, the ALABAMA, GEORGIA, FLORIDA, and SHENANDOAH. These four raiders captured and sank fifty whalers. These raiders had been fitted out in England and after the war the United States demanded payment, from England, for the damage the raiders had caused. Everyone connected with the fifty ships that were destroyed put in a claim for damages. These were all lumped together under the name of ALABAMA CLAIMS. England finally agreed to pay off these claims but it was many years before they were settled.

The last battle of the Civil War was fought in Bering Straits 77 days after General Lee surrendered. The SHENANDOAH caught up with fourteen whalers on June 28, 1865. All the crews were put on four ships to be brought home. The Confederates started burning the other ten. With nine they had no trouble. The tenth one, the SURPRISE of Fairhaven, gave them a great deal of trouble. Captain George F. Young would not give up his ship without a fight. It finally took three boat loads of men from the raider to beat down Captain Young. Then his ship was set on fire.

CHAPTER VII

WHALING AFTER 1900

Besides the many ships lost in the Arctic ice many were lost in storms at sea or were wrecked on unchartered reefs. The price of oil went down and there was little chance of making a profit on a voyage. Many of the remaining ships were sold for coal barges or for packets to go to the Cape de Verde Islands. A few ships still went out, some going for just a season off Cape Hatteras. The whales they got there were usually small ones.

During World War I the price of oil went up and a few ships went out. It was during that war that a German Submarine stopped one of the New Bedford whaleships. It was the schooner A. M. NICHOLSON, Captain Gonsalves. One day the men at masthead thought they saw a whale and sang out,

"A-a-ah Blo-o-ows, A-a-ah Blo-o-ows."

"Where away?" asked Captain Gonsalves.

"Off the port beam," came the answer.

Just then there was a loud boom and a shell ripped a hole in one of the sails.

"That's the first whale that ever shot at me," muttered Captain Gonsalves as he reached for his spyglass. The "whale" was the German Submarine U 211. The sub commander ordered the men to leave the schooner. Captain Gonsalves said he was just a poor fisherman and the schooner was all that he owned in the world. The German

Captain told Gonsalves he would let him go this time but if he caught the schooner out again the ship would be sunk.

Each year fewer ships sailed, sometimes only one in a year. American whaling finally ended when the schooner JOHN R. MANTA returned from her last voyage on August 20, 1925.

In their search for whales the whalemen made the name of New Bedford famous all over the world. They charted the oceans, the dangerous reefs and rocks, and explored many of the uncharted islands.

The old time whalemen were able to help the Navy during World War II. During the war the Navy found they did not have charts of some of the Islands they intended to capture. Over a hundred of the old whalemen's charts, as well as many pictures and drawings of the islands, were borrowed from the whaling museum in
NEW BEDFORD.

GLOSSARY

AFT — towards the back of the ship.

ALOFT — up the mast.

AMBERGRIS — a waxy substance found only in sick sperm whales, it is used in the manufacture of costly perfume.

ARTICLES — the ship's papers that the men sign.

BELOW — under the deck.

BEND, BENT ON — tied on, or tie on.

BIBLE LEAVES — thin slices of blubber.

BLANKET OF BLUBBER — the long strip of blubber as it is peeled off the whale.

BLANKET PIECE — a section of the Blanket about ten feet long.

BOARDING-KNIFE — a two edged, long handled knife that looks like a sword. It is used to cut off the blanket piece.

BOARDING THE BLANKET — cutting off the BLANKET PIECE from the long strip of blubber.

BOAT DAVITS — curved wooden arms from which the whaleboats are hung.

BOOKS OF BLUBBER — pieces of blubber cut into slices so that it opens out like a book, the slices are the bible leaves.

BOW — front end of the ship.

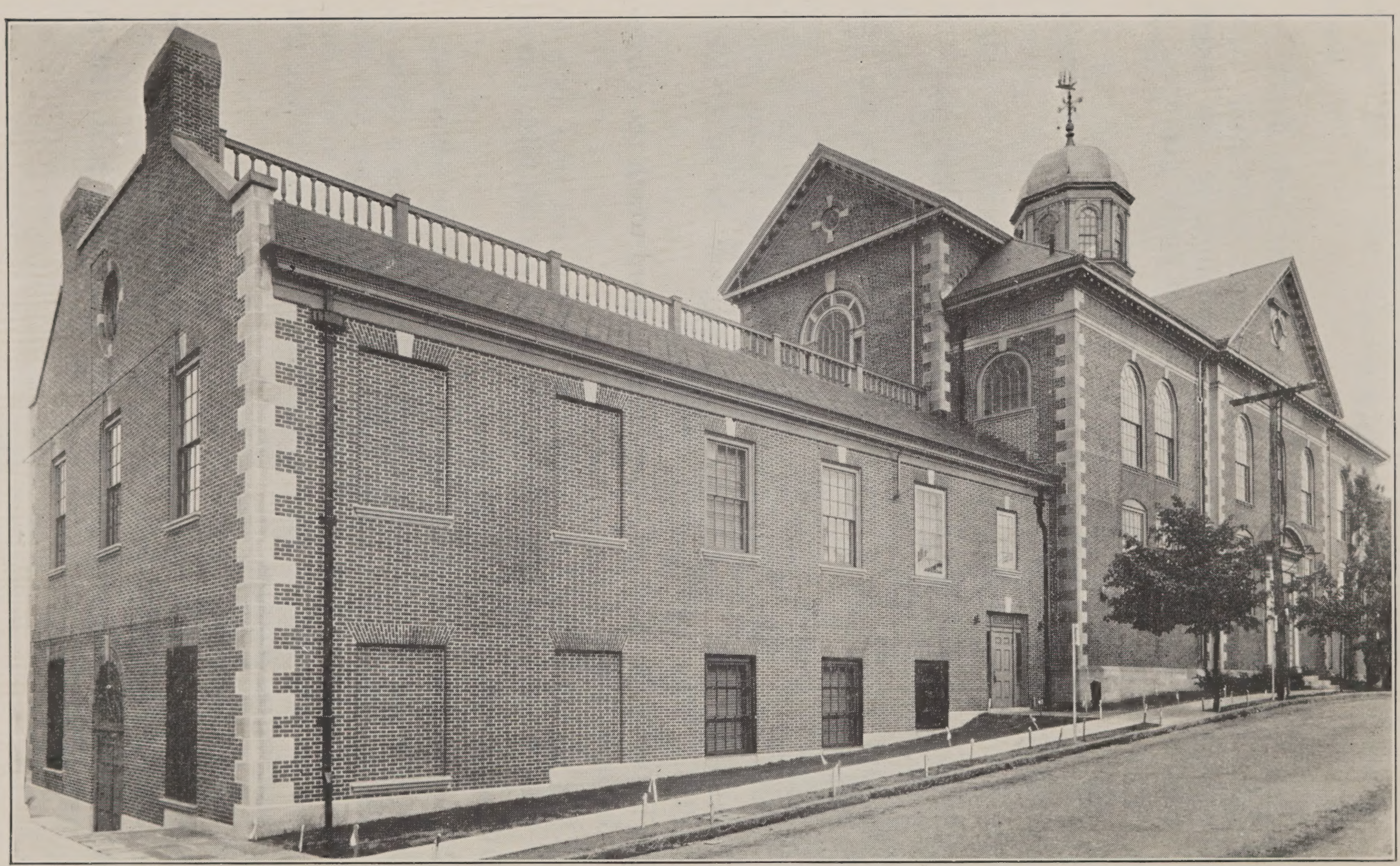
BOX — an open box like section in the bow of the whaleboat.

BOX-LINE — about fifty or sixty feet of whaleline is coiled in the box, the end was tied to the harpoon. When the harpoon was darted this line was tossed overboard so the men would have time to take down the mast and sail before the boat started moving.

BULL — male whale.

CASE — the top half of a sperm whale's head, it is like a tank and is full of spermaceti.

CASK — a large barrel used to store oil in, they held 100 to 300 gallons.



Whaling Museum — Johnny Cake Hill

CLUMSY-CLEAT — a thick plank across the boat near the bow, it had a half circle cut out of its back edge so the harpooner or the mate could brace his leg.

COW — female whale.

CRANE — a triangular frame on which the boats rest, the cranes can be swung back out of the way when the boat is to be lowered.

CROW'S NEST — an enclosed lookout part way up on the foremast; this is only used in the Arctic. Anywhere but the Arctic the lookouts are platforms and rings near the top of the masts and are called masthead.

CUTTING FALLS — Huge blocks (pulleys) and large rope, called falls, used to hoist blubber.

CUTTING SPADE — a wide, flat, long handled chisel shaped instrument used for cutting the blubber off the whale.

CUTTING STAGE — platform put out from the side of the ship on which the men stand to cut blubber off the whale.

DARTING-GUN — a gun carrying both a bomb and a harpoon. The whole thing is darted at the whale, the harpoon goes into the whale and a trigger fires the bomb.

DECK SPADE — A short handled spade used to cut blubber on deck.

DONKEY BREAKFAST — straw mattresses used by the sailors.

DRUG OR DROGUE — a square block of wood or a heavy bucket which is tied to the end of the whaleline when the whale is about to take out all the line.

FAST — the boat has harpooned the whale.

FATHOM — six feet.

FIGUREHEAD — a carved figure of a bird, animal or person on the bow of the ship for decoration.

FLUKES — the whale's tail. All members of the whale family have their flukes flat (crossways); fishes tails are up and down.

FLUKE CHAIN — a chain that is passed around the smallest part of the whale's body to hold it alongside the ship.

FORWARD — towards the bow.

GAM — visit between whaleships at sea.

GROUNDS — the areas of the oceans where whales are most often found.

HARPOON — called irons by whalemen, it is darted into the whale to get fast to him. The early harpoons had an shaped like an arrow head, the shaft was three feet long and was fixed to a pole with a socket.

TOGGLE HARPOON — the end of this harpoon could turn cross ways or TOGGLE after it went into the whale's blubber. The end turned like the blade of a pair of scissors.

HEAVE TOO — stop the ship by heading into the wind.

HORSE-PIECES — the blanket pieces are cut into smaller sections about six inches wide and three feet long, these are called horsepieces.

JUNK — the wedge shaped lower half of the whale's head just above his skull.

LANCE — a sharp pear-shaped blade on the end of a five foot shaft, on the other end of the shaft is a socket that is fitted to a six foot pole. The lance was used to kill the whales.

LANTERN-KEG — a small keg containing hard bread and a lantern.

LAY — the name given to the whaleman's share of the voyage.

LEE, LEE-SIDE, to LOO'ARD — the side away from the wind.

LOG-BOOK — the book in which the daily events of the voyage was recorded.

LOG-LINE — used to tell the distance the ship traveled.

LOGGERHEAD — a strong post in the stern of the boat around which the whaleline is snubbed.

MINCING BLUBBER — slicing horse pieces into books of bible leaves.

MINCING-KNIFE — a wide bladed knife with a handle on each end, it was used to slice the blubber.

NANTUCKET SLEIGHRIDE — a boat being towed at high speed by a whale.

PORT — left side of the ship facing the bow, it is sometimes called larboard. In the old days when a ship was in PORT, as harbors are called, this was the side that was tied to the shore or wharf; it was the PORT side. This was so the steering-board would not get broken.

SCRIMSHAW — the whaleman's art in which useful articles were made from the bone and teeth of the sperm whale.

SHOOKS — cask staves made into bundles to save space.

SLOP-CHEST — the ship's store of clothes, knives, tobacco, etc., from which the men could draw.

SPOUT — this is the hot, damp air that a whale blows out when he breathes. We can see the spout the same as we can see our breath on a winter day.

STARBOARD — right side of ship facing the bow. In the old days ships were steered with a board on a long pole, called a steering-board. This side became known as the steering-board side, this was shortened to STARBOARD.

STERN — back end of ship.

STOVE BOAT — a boat smashed by a whale.

THIEF — a small pail about three inches wide and ten inches deep used to get drinking water out of the bunghole of a cask. Sometimes, if a ship was short of water, the "thief" was hung at masthead and a man had to go up and get it then put it back. In this way men would be less likely to waste the water.

TRYING OUT — boiling the oil out of the blubber.

TRY-POTS — large iron pots in which the oil was boiled out of the blubber.

TRY-WORKS — the brick ovens or fireplace with the try-pots for boiling out the oil.

WAIST — the right side of the ship where a section of the rail could be taken out when cutting-in or taking aboard supplies, this space is also called the gangway.

WHALEBOAT — the small boats used to chase after the whales. The boats are between twenty-eight and thirty feet long; five and a half to six feet wider; thirty-seven inches high at the bow and twenty-two inches deep in the middle. The crew is made up of six men: the mate, the harpooner or boatsteerer, and four men. In a whaleboat there are over eighty pieces of gear.

WHALELINE — rope about ¾ of an inch thick, each boat has 300 fathoms of line (1800 feet) coiled carefully in two tubs.

WINDWARD — called WIND'ARD — the side from which the wind is blowing.